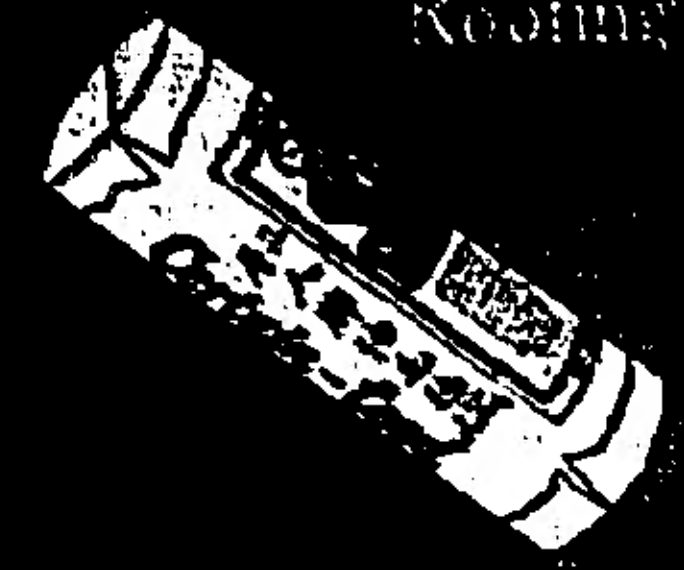


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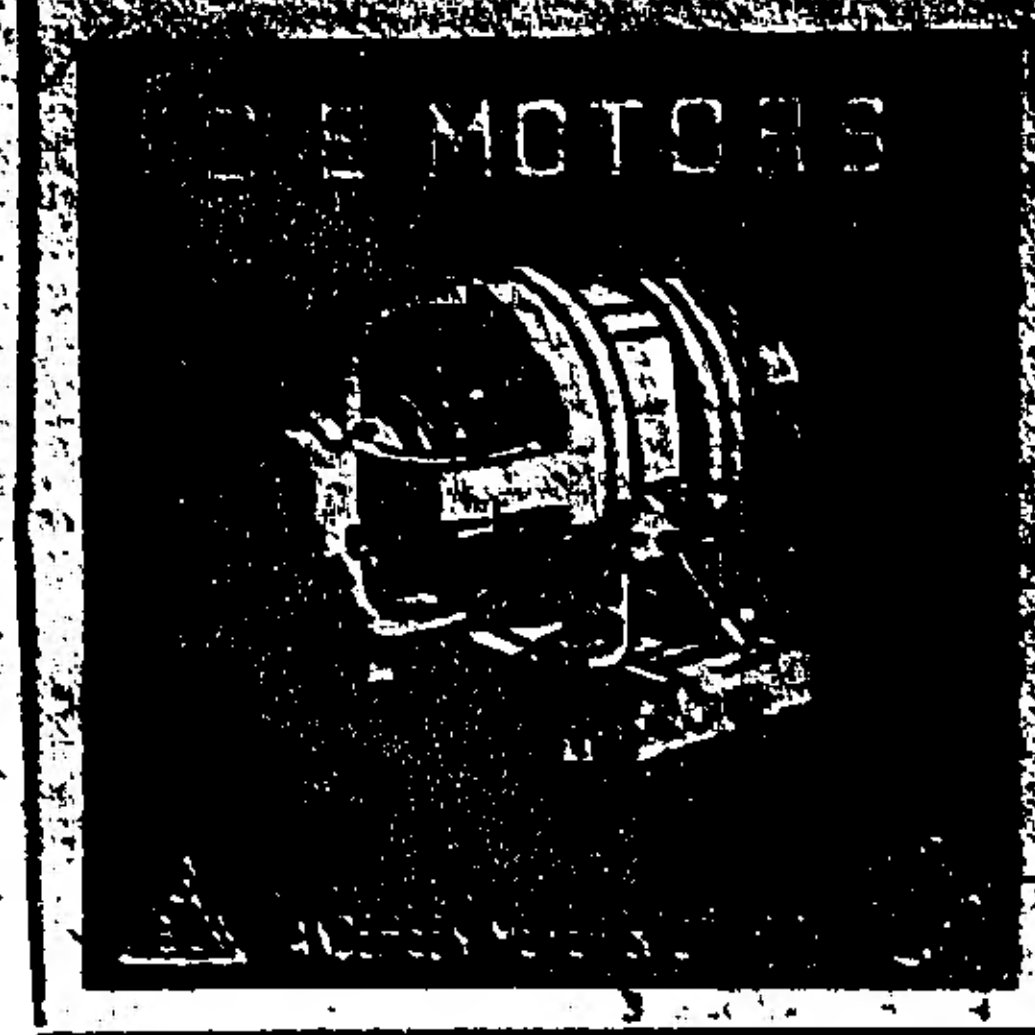


The Hongkong Telegraph.

(ESTABLISHED 1881)

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REUTERS' TELEGRAMS.

BOLSHEVKS MARCHING ON INDIA.

ENVER PASHA IN COMMAND.

London, September 9.
It is reported from Moscow that Enver Pasha, at the request of Lenin and Trotsky, has been appointed Commander-in-Chief of the Bolshevik forces which are marching on India. The Bolshevik forces in the Caucasus, Persia, Afghanistan and Turkestan have been placed under his command.

Enver Pasha has recently sojourned at the Bolshevik Headquarters at Smolensk with Trotsky, after being received by Lenin at Moscow.

French diplomatic circles consider that the principal aim of the manoeuvre is to compel Britain to make peace with Russia quickly.

BRITISH TRADE RETURNS.

MORE ENCOURAGING FIGURES.

London, September 8.
A great increase in exports from the United Kingdom is the feature of the Board of Trade returns for August. The exports total £115,000,000, an increase of £10,000,000 compared with August, 1919. Imports total £153,250,000, an increase of £1,500,000.

The principal increases in exports are—Cotton manufactures, £14,000,000; iron and steel and manufactures thereof, £3,500,000; coal, £2,500,000; woollen goods, £1,250,000.

The principal increases in imports are—Grain and flour, £7,500,000; paper-making materials, £3,000,000; rubber, £1,250,000.

The principal decreases in imports are—Meat, £10,000,000; cotton, £7,000,000.

Re-exports of foreign and colonial merchandise total £13,250,000, a decrease of nearly £2,000,000.

The exports for the eight months ending August 31st total £910,000,000, and the imports £1,351,000,000, whilst re-exports of foreign and colonial merchandise total £167,000,000, an increase of £34,500,000.

SOVIET REPLY TO MR. BALFOUR.

"ELEVATING ENTERTAINMENT" IN RUSSIA.

London, September 9.
M. Tchicherin, replying to Mr. Balfour's Note, cabled on the 2nd inst., opines that the latter is under an illusion as regards the Russo-Polish military situation. He endeavours to show that the set-back before Warsaw was merely an unsuccessful result of one particular operation and argues that the situation there has even altered to the Soviet's advantage, because reinforcements have been despatched. He charges Mr. Balfour with repeating insulting accusations relating to the non-disclosure of the proposal for the formation of a Polish Civic Militia.

Referring to Mr. Balfour's observation regarding the Soviet's supposed failure to increase the welfare of the poor, M. Tchicherin launches a high-sounding description of the opportunities afforded the masses to enjoy the marvels of art formerly withheld from them, and tells how Palaces have been converted into great popular clubs, where elevating entertainment abounds.

THE "MESOPOT" SITUATION.

BRITISH AIRMEN BUSY.

London, September 8.
A War Office communique with regard to Mesopotamia states that tribesmen using bombs from the captured armoured train ineffectively attacked Samawa. Artillery dispersed with loss a body of riflemen who were sniping in Nasiriyah. All is quiet in the Middle Euphrates region. British aeroplanes raided the camps of the rebellious Sheikh along the Upper Euphrates. North of Baghdad, the Samarra Railway is now practically in running order again. British airmen bombed and machine-gunned insurgent camps near Istabul on September 6. The country north-east of Baghdad is quiet. The 34th Brigade Column has moved up to Abohawa, north-east of Bakubah, to mend the railway and construct posts. A Persian Cossack Column moving north from Menzil repulsed the Reds and occupied the village of Imazadehachen.

THE ST. LEGER.

DESCRIPTION OF THE RACE.

London, September 8.
In the St. Leger, Allenby made the running from Abbots Trace. Silvern, Doubled Bed, Orpheus and Spion Kop. Half-way, Doubled Bed led but gave way to Abbots Trace. A quarter of a mile from home, Caligula rushed in front and won a fine race. Braishfield was fourth. Spion Kop, the favourite at 3 to 1, finished thirteenth. The time was 3 min. 7.2/5 secs.

AMBASSADOR TO PARIS.

THE APPOINTMENT OF LORD HARDINGE.

London, September 8.
The appointment of Lord Hardinge as Ambassador to Paris is officially announced. Lord Derby is relinquishing the office on personal and private grounds, as from the latter half of November.

THE ITALIAN EARTHQUAKE.

ESTIMATE OF 300 DEATHS.

Rome, September 8.
The Epoca estimates that 300 were killed in the earthquake which swept over North-West Italy. Accounts of serious damage continue to arrive.

HOME CRICKET.

London, September 8.

REUTERS' TELEGRAMS.

MORE HUNGER STRIKERS.

THE PREMIER'S ATTITUDE.

London, September 8.
The Prime Minister has emphasised the Government's policy towards hunger-striking in replying to the High Sheriff of the County of Cork, who appealed on behalf of eleven untried prisoners who are hunger-striking in Cork prison. Mr. Lloyd George states that the men were arrested either actually murdering or attacking police and soldiers or upon clear direct evidence of complicity therewith and for other very serious offences. The Prime Minister points out that they were evidently engaged in a combined effort to render their trials impossible as, although they were arrested on various dates, they simultaneously hunger-struck on August 11. The Government was, therefore, unable to proceed to try them. He adds that it is impossible to allow men charged with such grave offences to escape trial by their own act. If this were permitted there would be an end of any possibility of the enforcement of law, administration and justice.

Mr. Asquith has informed Mr. Whitehouse, M.P., that he regards the decision to allow Mr. McSwiney to die in prison a political blunder of the first magnitude, but fears his intervention would not alter Ministers' decisions.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SINGAPORE TRADE.

SOME REMARKABLE FIGURES.

Singapore, September 9.
The Colony's trade for the second quarter of the year shows imports totalling \$299,000,000 and exports amounting to \$266,000,000, the increases being \$55,000,000 and \$67,000,000 respectively. Rice was doubled in price and trebled in quantity. The figures include—Tin ore, \$24,000,000 (a rise of \$8,000,000); rubber, \$54,000 (a rise of \$9,000,000); and cotton an enormous increase in quantity of 250 per cent. and in value of 400 per cent.

SINGAPORE MOTOR ACCIDENT.

DRIVER COMMITTED FOR TRIAL.

Singapore, September 9.
Cooper, the driver in the motor accident reported on August 7, has been committed for trial at the Assizes.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 9.

In discussing the disbandment question it has been proposed in the Cabinet, that the forces of the country should be reduced into 40 divisions, the larger provinces to have two, the smaller ones one, and the rest to have one division and one regiment. All are to be directly under the control of the War Ministry, but the expenses are to be borne by the respective provinces.

A rumour is prevailing in Peking that Li Hau-chi, Tschun of Fukein, has been persuaded by Tuan Chi-jai to assist Chan King-ming in attacking the two Kwangs, and that he will soon declare independence. A special delegate has been despatched to investigate this matter.

Chow Tse-chai, the Minister of Finance, is proposing his resignation on account of being daily compelled by Tso's and Chan's military officials to make payments.

A declaration from Chan King-ming is promulgated in Shanghai to the effect that his attack on the Kwangsi forces is only to save Kwangtung from ruin at other people's hands, and that his soldiers will not annoy the inhabitants in any way.

EARLIER TELEGRAMS.

THE THREATENED COAL STRIKE.

London, Sept. 8.

Mr. Smillie stated that the Miners Executive were meeting this morning to consider Sir Robert Horne's proposal.

Meanwhile it is anticipated that the invitation will be accepted, but it may be pointed out that the proposed conference does not entail a pledge on either side. Meanwhile the Government's attitude is apparently clear. It is willing to have the miners' wages demand settled by an impartial tribunal, but it refuses the demand for a reduction of 14 1/2 a ton on the price of coal, because the latter is a political, not an industrial question. It now seems, in view of Sir Robert Horne's invitation to the conference, that, despite Mr. Smillie's objection to an industrial court, there will not be great difficulty in agreeing to the personnel of a wages tribunal having the confidence of both parties.

Later.
An optimistic feeling prevails in Labour circles to-day as a result of the miners' decision to accept Sir Robert Horne's invitation to meet him and discuss matters, as it is believed that once both sides are again in touch there is every hope of the terrible calamity of a strike being averted. There is no intention at present by Mr. Lloyd George to see the Miners' Executive to-morrow, though he may do so later if there is a desire to submit any point to him. A national conference of miners has been called for to-morrow night to hear a report on the Executives' meeting with Sir Robert Horne, and it is this conference which decides whether the miners are to remain adamant in their demands or whether they will compromise.

LONDON PUBLIC SERVICES MAY CEASE.

London, Sept. 8.

The electricians' dispute, in which the lockout continues, now threatens to involve London's underground railways and the tramways, lighting and other public services in the London district. The committee of the Electrical Trades Union has called a meeting of shop stewards of these services to consider the national position. Already the extremists are endeavouring to involve the whole Metropolitan public services.

(Continued on page 4.)

BOXING SEASON.

MING YUEN GARDENS SUGGESTED AS VENUE.

We hear that there is a proposal afoot to get the Hongkong Boxing Association to arrange that all contests for the coming season shall be held at the Ming Yuen Gardens, and that the place will shortly be inspected to see whether or not the idea is practicable.

There are prospects of a most interesting season, especially in view of the fact that there will be stationed at Hongkong this winter a bigger naval squadron than the Colony has had for several years.

JAPANESE TRAINING SQUADRON.

ARRIVAL IN HONGKONG.

The Japanese cruisers Asama and Iwate, which comprise the training squadron under the command of Vice-Admiral Funagoshi, arrived from Japan this morning, and as they came to their moorings the usual exchange of salutes between the vessels and the batteries was fired.

Vice-Admiral Funagoshi made his landing at 11 o'clock this morning, being met at the pier by the acting Japanese Consul (Mr. Ohmori).

Following the call at Government House, the Vice-Admiral called upon his Excellency the General Officer Commanding and Commodore Bowden Smith. The Vice-Admiral and his officers are "At Home" on board the flagship this afternoon. To-day his Excellency the Governor, the G.O.C. and the Commodore were received on board and entertained to luncheon. To-night Commodore Bowden Smith will entertain the visitors to dinner at his bungalow at the Peak.

To-morrow's functions include a banquet at the Hongkong Hotel when the Japanese Community will be hosts to the Admiral and his officers. Among the guests will be His Excellency the Governor, the G.O.C., the Commodore, the Colonial Secretary and other Government Officials.

CHURCH NEWS.

CELEBRATIONS IN HONOUR OF ST. MARGARET MARY.

A well-attended meeting of representatives of various Catholic societies and confraternities was held at the Mission House, Caine Road, yesterday evening to consider arrangements for celebrations in honour of St. Margaret Mary, who has recently been canonised by His Holiness the Pope. His Lordship, Bishop Pozzoni, explained that the object of the proposed celebrations was to render homage to the Sacred Heart of Jesus, devotion to whom had been so widely extended through the mission of St. Margaret Mary.

It was decided that the celebrations, which would take the form of a literary and musical festival, should be held on the 17th October.

The following Committee was appointed:—Brother Aimar, Miss Angela Alves, Chev. J. M. Alves, Mr. M. F. Baptista, Mr. L. A. Barton, Miss M. Bond, Mrs. Francisca Botelho, Lt.-Col. F. J. Bowen, Mr. Chos Po Sien, Mr. F. Fisher, Mr. W. G. Fitz-Gibbon, Miss Heronina Graca, Mr. J. M. Graca, Commander F. M. Hodgson, R.N., Miss M. Loureiro, Miss Cecilia Machado, Very Rev. Fr. de Maria, Mr. E. J. Noronha, Very Rev. Fr. Noval, Mr. A. F. Demund, Mr. J. D. Omond, Rev. Fr. Rignaut, Mr. Simon, Tes Yan, Miss Maria A. Rozario, Mr. V. F. Soares, Rev. Fr. Bourry, Rev. Fr. Sousa and Rev. Fr. Valtonia.

ANOTHER BIG OPIUM HAUL.

DISCOVERY ON THE S.S. HAILONG.

The Revenue officials have made another big haul of prepared opium, over 1,000 taels of the prepared drug having been discovered on the Douglas steamer Hailong this morning.

On the arrival of the steamer in port this morning, she was boarded by a party of Revenue Officers in charge of Revenue Officer Ward, and as a result of their investigations rather more than 2,000 taels of opium were found cleverly concealed in the wainscoting all round the 1st-class saloon.

Most of the wainscoting had to be torn down in the search for the drug, the greater part of which was discovered in the lower casing of the saloon, which was false.

We understand that no arrests have been made.

CARGO THEFTS.

TWO MORE CASES.

Very recently we reported in these columns the great losses suffered by shipping companies resulting from an extensive system of cargo-pilfering in the harbour and godowns. Since then it would appear that the losses have occurred with just as great frequency, thus inducing the firms affected to communicate with the Police, through the Chamber of Commerce, to seek their aid in suppressing these larcenies. When the P. and O. Nankin arrived yesterday, the usual watch was kept on the cargo, but it was not sufficiently strict to prevent a cargo coolie from broaching open a case and stealing from it about forty-five handkerchiefs. Whilst engaged in tying the rags to his legs and waist as a method of concealment, he was arrested by the quarter master, who gave him into the custody of the Police.

When the case was heard before Mr. R.O. Hutchison this morning, it was stated by the Assistant Superintendent of Police (Mr. Burlingham), who prosecuted in person, that in view of the representations by the Chamber of Commerce he would ask his Worship to inflict an exemplary penalty which would put a stop to these thefts.

A sentence of three months' hard labour was inflicted. In a second case another coolie was convicted of the theft of a quantity of black cloth lining from the same steamer. A watchman deposed to having arrested the prisoner on the wharf and handing him over to the Police on the advice of the quartermaster. A sentence of six weeks' hard labour was inflicted.

DAY BY DAY.

The cricket fight season, which closes within the next few days, has been most successful this year, both in Canton and Fatsan. Some stakes have been as high as a thousand dollars at each fight. Some of the reasons given for the success are that the Government has not shown any interference and that trade here is now dull, thus giving much time to the people to attend the games for pleasure as well as for the purpose of gambling.—Canton Times.

Canton may soon have 4,000 more rickshas. Recently several Companies have applied to the Canton Municipality for licenses to conduct rickshas hire concerns. Their applications have been approved of. According to the permission granted, each company may take out as many as 500 rickshas each. The license fee charged by the Government for each ricksha is exceedingly high, it being \$31.60 a year. An applicant for a license has to pay three months' fees in the beginning, and monthly in advance, regularly.

REFUND OF PASSAGE MONEY.

FOR EX-OFFICERS AND MEN.

The Colonial Secretary sends us the attached copy of a telegram received from the Secretary of State for the Colonies:—

Refunds of Passage Money for ex-Officers and Men of British Army.—Extension of Army Order No. 275 of 1918 which authorised refunds of passage money for those who proceeded from abroad after the declaration of war and joined the British Army.

1. An extension of the date for the submission of claims under terms of Army Order No. 275 of 1918 will be allowed up to December 31st, 1920 inclusive for the following special categories who were unable to submit their claims before the 1st September, 1919. No others will be considered.

(2) Those who were actually engaged in military operations in distant parts of the world. Places other than France, Belgium or the area of the Rhine Army.

(b) Those who were incapacitated by wounds or illness contracted on active service.

(c) Those who were killed in action or died from the result of wounds or illness contracted during their service. In these cases application should be made by or on behalf of the nearest relative.

2. Each claim must be accompanied by a full statement of the reason which prevented its submission before the 1st September, 1919. Claims will be considered on their merits provided that they come within the above categories and are supported by the particulars regarding date of sailing from abroad, date of arrival in the United Kingdom, date of enlistment, etc. required by Army Order No. 275 of 1918. Full regimental particulars (rank, regimental No. and last regiment) of the applicant should be stated. All claims must be submitted to the War Office or to a recognised Military Authority on or before December 31st, 1920. No extension of this date will be allowed.

3. Applications should if necessary be rendered without waiting for the Steamship Company's certificate required by paragraph 3 of Army Order No. 275 of 1918 which should be forwarded when obtained. A note that this will be done should be made on the claim. In cases where an application was made since August 31st, 1919, and the necessary documents were supplied notification to this effect should be sent to the Secretary, War Office, Whitehall, London, S.W.1.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 1/4 d.

THE WEATHER.

2 p.m. Barometer:—29.69. Temperature:—83. Humidity:—77.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

K. C. C. Open-air Concert—9 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

TUESDAY, SEPTEMBER 21.

Dairy Farm, Ice and Cold Storage Co.—Shareholders meeting—12.30 p.m.

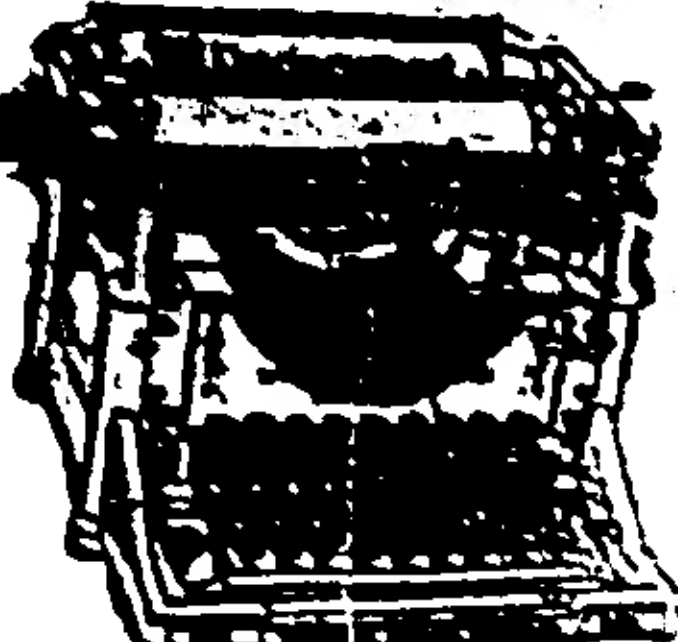
WEDNESDAY, SEPTEMBER 22.

Douglas S.S. Co.—Shareholders meeting—noon.

NOTICES.

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General Managers.
Hongkong, 16th August, 1916.THE NEW FRENCH
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3At 1, 2 and 3, Hester Street, Hongkong.
SHEWAN, TOMES & CO. Agents.

EARLIER TELEGRAMS

THE STARVING LORD MAYOR.

London, Sept. 8.
While some quarters publish denials concerning Mr. Lloyd George's conditional offer to release Mayor McSwiney, some leading journals this morning repeat and amplify the declaration.

In the course of a statement in his special train to British journalists, the Premier pointed out that McSwiney was undoubtedly concerned in a conspiracy against the Government which had resulted in the murder of eighty-five brave and devoted men and the shooting of 178 others. He differentiated between Sinn Fein, which was not a criminal organisation, and the so-called Republican Army striving to dismember the Empire. The Government had either got to protect its forces in Ireland or withdraw them. The police force in Ireland was being recruited from the finest type of ex-service men, who were enlisting in very substantial numbers, and the Government must support them fully. The policy of leniency had already been tried thrice. Large numbers of prisoners had been released unconditionally after the Easter rebellion and twice since the same thing had been done; but the very men released immediately engaged in fresh conspiracies and recommenced the murder of police in Ireland. Mr. Lloyd George most strongly emphasised that the Republican Army was engaged in a mean and murderous warfare upon British forces and seeking by carefully planned anarchy and murder to bring about the secession of Ireland from the Empire. People throughout the world must realise that the British Government were faced to face with the same problem as Lincoln before the American Civil War, although the Southerners fought openly and cleanly for secession, while the Irish sought it by murder. If the Republican Army conspiracy in which McSwiney was involved had existed in war time it would probably have been impossible to overcome the maritime menace, with the result that the Empire would have been lost.

Belfast's Heavy Losses.
Belfast is settling down after the recent serious disturbances and work is being resumed. It was stated at the request on some of the rioters to-day that thirty-one lives altogether were lost and one million pounds worth of claims for compensation had already been lodged.

WORK FOR EX-SERVICE MEN.

London, Sept. 8.
Dr. Macnamara and miners and Labour men were present at the Conference in the Mansion House of Mayors and Chairmen of District Councils in the London area and home counties on behalf of Lord Haig's appeal to provide employment for ex-service men. Dr. Macnamara, in the course of a speech, said that five million soldiers and two hundred thousand officers had been absorbed in civil life, but there still remained on the registers 142,600 men, of whom 18,200 were disabled, and 14,200 ex-officers, for whom billets must be found. We were approaching the final stage of our endeavour, but the realisation of all our hopes would depend on the absence of serious dislocation in the industrial field; and if the coal strike takes place we can put up the shutters. Dr. Macnamara did not believe that men who had tunneled the strongest enemy positions were going to deal the land their fight for and bled for and their old comrades in arms this most calamitous blow. Dr. Macnamara denied that the Government was not doing its duty by the ex-service men. He pointed out that the Government is employing 125,456 ex-service men out of a total of 263,066. It is also employing 57,253 disabled ex-service men or ten per cent. of its entire service. Dr. Macnamara concluded by appealing to every town and county to make it a point of honour that there be no unemployed or disabled men within their gates. He expressed a hope that there would not be many unemployed or disabled men by the end of the present year.

BRITISH TRADE POSITION.

London, Sept. 8.
There was a remarkable shrinkage in the adverse balance of trade in July. Whereas imports in July last year exceeded exports by £76,000,000, the difference last July was only £3,500,000. The great change is due to the enormous increase of exports (imports went up ten millions between the periods mentioned) and to the substantial drop in imports of raw material, which indicates a decline of new business. Coal production between 1st January and 7th August was one hundred and forty-two million tons, the equivalent of an annual reduction of one million tons on 1913 when there were one hundred thousand fewer miners. Wages in the index trades were one hundred and ninety-one per cent. higher in July than in June before the war. The working hours of over half a million persons have been reduced since 1st January by an average of four hours a week. It is reported that the wholesale prices of some commodities in July declined substantially and the effect on retail prices is said to have been showing since the beginning. The latter is not yet observable by the public generally.

WHO IS LYING?

London, Sept. 8.
The Polish Government in a note to the Allies and the League of Nations declares that the Lithuanians violated neutrality by allowing the Soviet troops to use Lithuanian territory. Lithuanian troops occupied the Suwalki district which the Supreme Council allotted to Poland. Bolshevik troops are co-operating with the Lithuanians and Bolshevik concentration is proceeding in Lithuania. The note asks the League to adopt all possible means to prevent a repetition of such actions.

On the contrary a Lithuanian official telegram declares that the Polish statements that Bolsheviks are fighting in the Lithuanian ranks and that the Lithuanians have an understanding with the Bolsheviks against the Poles are absolutely false.

FRANCE REPAYS LOAN.

Paris, Sept. 7.
Through the shipping of gold, purchases of drafts and credit in operation in New York, the French Treasury has already provided fully for the payment by October 15 next of 250 millions of dollars gold, representing France's share of the Franco-British loan floated in the United States in 1915.

INTERESTING CEREMONY ON THE RHINE.

Paris, Sept. 7.
At Bonn on the Rhine M. Millerand and Marshal Foch were present to-day at a parade of the French troops of occupation, who were watched with much interest by large crowds of almost friendly Rhinelanders. M. Millerand afterwards motored to Coblenz under an escort of American cavalry. — Herts.

OPIUM SMUGGLING.

THE CASE OF THE SHENNAN MARU.

The hearing of the case in which the Captain and a member of the crew of the Shennan Maru, a motor schooner, are charged with possession of 15,069 taels of prepared opium, was commenced at the Magistracy yesterday afternoon.

Mr. F. C. Jenkin, instructed by Mr. E. J. Grist, appeared for the defence.

Chief Preventive Officer Wilden, prosecuting, stated that if Mr. Jenkin objected to the putting in of the Government Marine Surveyor's report of the condition of the Shennan Maru, he (Mr. Wilden) desired to ask for a remand for the attendance of the Marine Surveyor. The report, he proceeded, was to the effect that the Shennan Maru was in a sea-going condition and that her stay in Hongkong was not due to engine-breakdown.

Mr. Jenkin replied that he wished to hear the evidence first.

Chief Preventive Officer Wilden stated that at 11.30 p.m. on the 3rd inst. he, with a party of Revenue Officers, boarded the Shennan Maru off Tai-lan-chen, near Capsimun.

He asked for the Captain and the first defendant appeared. Defendant was asked why his schooner anchored there, and replied that the engines had broken down. The schooner was searched and the opium found under a cargo of coal in No. 1 fore hold. First defendant produced the clearance paper, which stated that the schooner was bound for Canton, and also referred to the name of a firm in Wing Lok Street, as the agents of the vessel.

Mr. Jenkin objected to this evidence.

Proceeding, Mr. Wilden stated that he mustered the crew on the upper deck and first defendant pointed out the second accused as the man in charge of both the coal and opium. First defendant mentioned this after the opium was discovered.

Mr. Jenkin again raised objection.

Mr. Wilden added that the Shennan Maru was towed to Hongkong and the defendants arrested.

Mr. Jenkin: At the time of your questions you had decided to take such action as was proper under the Opium Ordinance?

Mr. Wilden: Yes.

In conversing with defendant's you had not the assistance of Fukiense interpreters?—No.

The final part of call of the schooner was Canton?—Yes, according to the ship's paper.

You had no information to the contrary?—Yes, I had information that the final part of call was other than what was set out in the clearance paper.

The engines, in point of fact, were broken down?—No. They were in perfect sea-going order.

Was that as a result of your personal inspection of the engines?—No. As a result of the examination by the Government Marine Surveyor. But my personal observation was that the schooner had three masts and had a full complement for sail.

What is the tonnage of the Shennan Maru and how much coal did she carry?—She is about 150 tons and carried 100 tons of coal.

Did you speak to first defendant without the intermediation of any interpreters?—Yes. I spoke to him in Cantonese.

Speak to him now in Cantonese what you spoke to him that night. Mr. Wilden tried several times, but his efforts were unavailing.

Mr. Jenkin: You said that the first defendant told you direct that the second accused was in charge of the coal and opium? In what language did he speak to you?

Mr. Wilden: In Cantonese.

At the request of Mr. Jenkin Mr. Wilden again demonstrated his knowledge of Cantonese but failed to make first defendant understand.

Mr. Hutchison asked Mr. Jenkin what was his point.

Mr. Jenkin replied that if first defendant made a statement against second defendant it could not be evidence against the latter unless it was made in second defendant's presence and with his authority. Mr. Wilden had not established that first defendant had said that his friend in the dock was in charge of the opium.

Mr. Wilden still maintained that he spoke to first defendant and the latter conversed with him in Cantonese and they understood each other.

Mr. Jenkin: You had a conversation with first defendant?

Mr. Hutchison asked Mr. Jenkin what was his point.

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Messrs. Polishwalla and Kotwall report on 9th September as follows. — Since our last report on the 9th ult. by Mr. Atsuta Maru there has been very small business only in the 1½ and 1½ turn of choice chops, and about 1500 bales have been sold during the interval at a decline of 5 to 15 per bale. Further political unrest in the consuming districts has caused an absence of demand from those quarters, while the continued rising exchange on India has produced a more depressing effect on our market which has remained very weak and drooping. To secure advantage of the present high exchange foreign holders are anxious to part with their stocks even at ruling prices, but the Chinese buyers show no inclination to operate on account of the above adverse circumstances. News has been recently received by wire of a shortage of rain in India and consequent rise in the price of cotton there, but this has not produced any favourable effect on our market. Sales, 1,000 bales; unsold stock, 9,000 bales; bargains, 15,000 bales; arrivals, 4,000 bales. Shanghai reports a dull market with very limited business at reduced rates. Japanese yarn: A small business has passed during the interval, owing to higher prices in Japan. 20s yarn, sellers are not disposed to part at present low rates.

correct and the latter replied in the affirmative.

Mr. Jenkin asked for the production of defendant's statements. The statements were produced by a Sergeant Interpreter, who said that he explained the charge to first accused through a Hoklo interpreter.

Mr. Hutchison: Mr. Jenkin, do you mean to say that two persons who talk two different languages, cannot converse together?

Mr. Jenkin said that was not his point. His point was that a conversation of this nature could not be a conclusive admission used for the purpose of establishing a man's guilt.

The question of the Government Marine Surveyor's attendance was then discussed.

Mr. Jenkin: If the Revenue Department did not object when I state that the fair reading of the Surveyor's report is this, "That the schooner could go to Canton in her state on the 3rd, but it would not be the action of a prudent captain," it will not be necessary to call the Marine Surveyor.

Mr. Hutchison intimated that he desired to hear the Marine Surveyor and adjourned the case until Monday afternoon.

Mr. Jenkin observed he had two submissions to make. The first was that the so-called admission by first defendant was not admissible, and the second that in the absence of this admission there was no evidence upon which there could be a conviction for possession within the Ordinance.

Mr. Hutchison remarked that he would hear Mr. Jenkin's address at the next hearing.

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THE MINING INDUSTRY.

STARTLING OUTPUT
STATISTICS.

In connection with the mining industry, the seven hours day was inaugurated on July 16, 1919, says a writer in the Scotsman. The pits of the country have, therefore, been run for a year on the short day, and the time seems opportune for comparing the facts bearing on output as gained from experience with the theories submitted at the Coal Commission by Mr. Justice Sankey and the miners' leaders.

DECREASING OUTPUT AND
INCREASING NUMBER OF
WORKERS.

In his final report, issued on June 20, 1919, Mr. Justice Sankey said: "I make this report because I believe that the workers at present employed can and will maintain an output of 250,000,000 tons a year at least, which was the figure adopted in the interim report. I rely upon the honour of the men's leaders, and of the men, and of all others concerned to achieve this result. If the output per man continues to go down, the supremacy of this country is in danger. The output per man has gone down with a vengeance since Mr. Justice Sankey penned these words of warning. The persons employed in and about the mines in 1919 increased beyond expectations, and yet the output was only 229,743,128 tons—roughly, 20½ million tons short of the Sankey anticipations, and a greater shortage of the total than many coal consumers, who based their estimates on the remarks of the miners' leaders at the Coal Commission, had expected. Roughly, the output for the year of the seven hours day, just closed, is 227,000,000 tons. The Government returns have from time immemorial been made up for the calendar year, and it is therefore impossible to give statistics bearing on the corresponding months for any year. It may be interesting to state, however, that the output for the year 1915 was 253,209,681 tons, while the persons employed only numbered 953,642. For the year ending July 16th last the number of persons employed, ranged between 1,113,000 and 1,200,350. The weekly returns issued by the Government show that things have not improved in recent months, and the weekly returns were confirmed by Mr. Bridgeman in the House of Commons on Monday. Replying to Captain Bowyer, Mr. Bridgeman stated that there were 1,188,500 persons employed in and about the mines in the quarter ending March 31st last, and the output was 62,102,000 tons, while for the quarter ending June 30th the output was 58,169,000 tons, with 1,200,350 persons employed. Mr. Bridgeman's figures show that there was an increase of 11,900 persons employed for the June quarter, and yet there was a fall in the output of 3,934,000 tons. This is a very serious condition of things. It is serious for the country, which is in need of more coal; it is serious for the industry, which is being burdened with an increased wages bill through the employment of extra operatives and a decreasing output. It is understood that the ballot on the five-day week policy in Scotland showed a majority of miners who voted in favour of about 71 per cent. Since the Leamington Conference, at which a five days' policy resolution was set aside on the ground of the ground of the needs of the country, nothing has been heard of the Scottish mine workers' ballot. It is to be hoped that the proposal has been permanently dropped, and will be followed up by a recommendation to the Lanarkshire miners to fall into line with their Fife, Lothian, Stirling, and Ayrshire brethren by working eleven days a fortnight.

THE COST OF PRODUCING COAL.

In an interview with the representative of a London newspaper, Sir Robert Horne, the President of the Board of Trade, had a good deal to say about the cost of producing coal and the inland selling prices. He stated that before the recent rise in inland prices the pithead price of domestic coal was 19s. 1d. per ton. An increase of 14s. 2d. a ton had been made, bringing the rate up to 33s. 3d. At the time the pithead price was 19s. 1d. per ton cost of raising the coal to the surface was 30s. 5d. The recent advance in miners' wages had added 2s. 10d. a ton, and adding the 30s. 5d. and the 2s. 10d. brought out a total of 33s. 3d., the same

NATURAL COLOUR PRINTING.

REMARKABLE
DEVELOPMENTS.

An article on colour printing which appears in the Times Engineering Supplement for July says: "Remarkable progress was made in the manufacture of colour-sensitive plates during the war. Two reasons were responsible for this. One was the research work carried out by Sir William Pope at Cambridge on the particular class of dyes used for the purpose, and the other was the demand for a highly red sensitive plate for aeroplane photography. This quality of red sensitivity being found necessary for getting distinct results in hazy weather. Three-colour printing is now reaping the benefit of this work. The exposures for the pink and blue 'printer' in process work have indeed come down enormously in duration, and the operator is getting the full benefit of this. New types of fine-grained plates, colour-sensitized, have also made their appearance, whereby the half-tone negative can be made direct instead of the original being first photographed on the colour-sensitive plate through the primary filter, and a print from the negative re-photographed on a process plate through the half-tone screen.

COLOURED CINEMA PICTURES.

The research work that has been carried out with colour-sensitising dyes has had its effect on colour cinematography, and of one new process at least a good deal is likely to be heard, and seen, before long. It is a two-colour process, in which the previous difficulty of the registration of the two images on the screen has been overcome and the natural colour rendering is little short of perfection.

Whether or not this process is the one now being adopted in America is uncertain, but a drama is being prepared in natural colours throughout the first of its kind—which will mark a new era in motion picture photography. It may be taken for granted that the results, as regards the faithfulness of colour reproduction, achieve a high degree of excellence, as ordinary cinematography has reached a stage of development at which imperfect colour rendering would scarcely be tolerated.

COLOUR PHOTOGRAPHS IN
NEWSPAPERS.

It is fairly safe to look forward to the day when natural colour photographs will appear in periodicals and newspapers. The rotary photographic method of reproduction, suited to high speed printing, has been developed to such an extent that once "snap-shot" photographs by the three-colour process can be taken, and some excellent work has been already done in this direction—it is not a far step to reproducing them by photograph in a newspaper.

The technical quality of natural colour photographs printed by rotary photograph has been proved experimentally to the satisfaction of experts, but a good deal remains to be done in speeding up the work of preparation.

as total the cost of raising coal to the surface.

THE EXCESS PROFITS FROM
EXPORTS.

Sir Robert pointed out that Exports had been much reduced, but admitted that there would be a balance on the right side. This balance would go to the Exchequer, now that the inland trade had been placed on an economic basis. Every important industry, he explained, was contributing large sums to the Exchequer in the shape of Excess Profits Duty; and it was only fair that the "surplus" which came to the State on export sales of coal should go to the public purse. The miners' leaders are demanding that the surplus should be divided between them and the coal consumer. By the Coal Emergency Act coalowners are practically restricted to their pre-war profits, and therefore do not come under the Excess Profits Duty of 60 per cent. to be enforced under the new Budget. If the miners' leaders were to get their way coal industry would be contributing nothing to the Exchequer at a time when millions are needed. On the average, miners' wages are to-day 160 per cent. above the pre-war rates, while the cost of living is from 150 to 155 per cent. up.

THE WAR ON MALARIA.

FRENCH SCIENTISTS
NEW METHOD.

Some further details have been obtained from the Pasteur Institute of the method, recently announced by M. Roubaud, of destroying the malarial mosquito by sprinkling the water where it breeds with powdered formaline. M. Roubaud points out that his method is only intended for the destruction of the Anopheles mosquito, the most dangerous of all the species, because it transmits the germs of malaria in a way peculiar to it alone. The larvae of this species feed on the surface of the water. Their nourishment consists of tiny floating particles, which the larvae draw automatically into their mouths by producing microscopic whirlpools by the aid of a special organ. Sprinkled on the surface of the water so as to form an imperceptible deposit, the powder is swallowed by the larvae, which, being so minute themselves, are poisoned by the infinitely small quantity of formal given off by the powder. The quantities of powdered formaline used—25 to 50 centigrammes being sufficient for one square metre of water—are so small that other organisms in the water are unharmed. Thus the water can be used for cattle, irrigation, laundry work, and the keeping of fish without any ill results.

WIRELESS TELEPHONY.

ITS USE IN NEWS-
GATHERING.

The powers of wireless telephony and its adaptability in connection with the speedy transmission of news are being demonstrated in Glasgow by the Marconi Company in co-operation with the Exchange Telegraph Company. This requisite apparatus has been installed in the attic of a house in India Street, and a technical assistant placed in charge of the arrangements. The set of instruments employed are easily and quickly fitted up, and the manipulation of the installation is simplicity itself. Communication is being daily established with the Marconi station at Chelmsford, Essex, and, over a distance of 450 miles, news messages come clearly and distinctly to the ear, and voice of the sender sounding as it were at hand.

The difficulties experienced on the ordinary telephone are conspicuous by their absence. Once connection is established, sound magnified to a degree which is easily audible, messages can be taken down with facility and without any strain to the sense of hearing. The buzzing noises which are such a disturbing feature of the ordinary telephone and at times render almost inaudible the voice of a speaker are practically eliminated. Clear enunciation and the faculty of pitching the voice in a proper key are, of course, essential.

QUICK AND RELIABLE.

The demonstrations are such as to impose a strict test on the feasibility of wireless telephony for quick and reliable transmission of news. They prove that the invention is particularly adaptable in the case of long-distance calls, and that it holds out great possibilities.

It is claimed that while disturbed atmospheric conditions would have some effect, as in the case of the ordinary telephone, they would not prove a serious factor unless the sound waves do encounter a storm directly overhead.

The primary object of the demonstrations is to prove that in wireless telephony, the Press has an invaluable medium of securing the rapid and direct transmission of news from wide apart and distant centres.

There is no question of superseding the ordinary telephone for public use. Emphasis is laid on the fact that from a telephonic point of view the practical application of the invention to newspaper purposes would conduce to a more efficient news service, and keep the Press in closest touch with the world's affairs.

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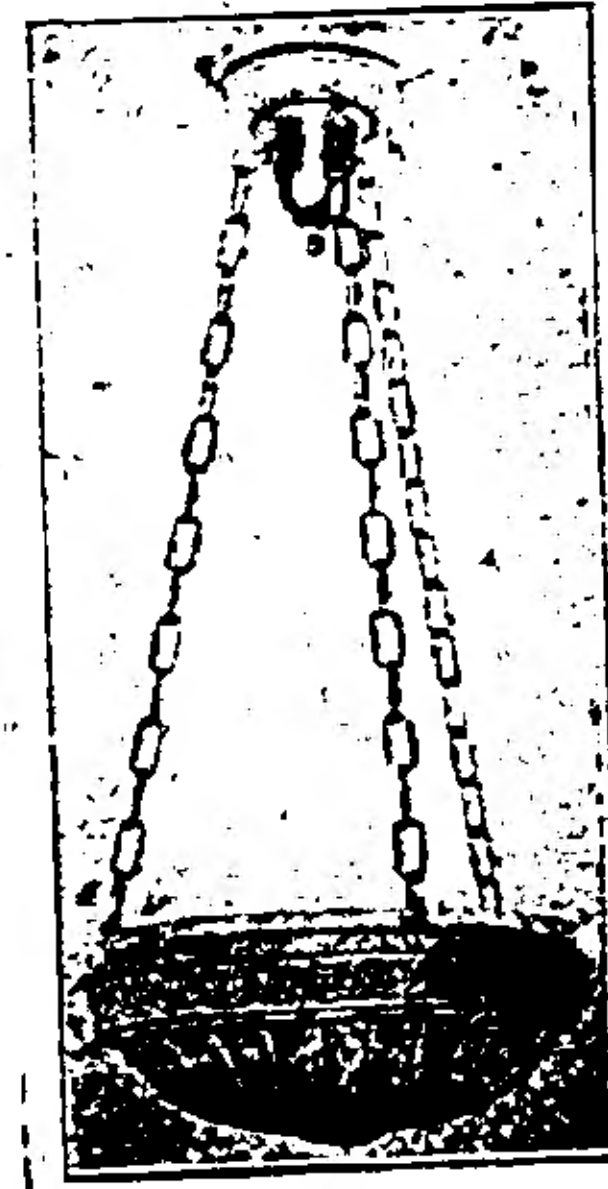
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"JASON"	31st October	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

Ship	Departure	Destination
"CYCLOPS"	13th Sept.	Genoa, M'lae, L'pool & Glasgow
"EURYPIUS"	3rd October	Marseilles, Havre & Liverpool
"TITAN"	10th October	Genoa, M'lae, L'pool & Glasgow
"PELEUS"	19th October	Genoa, Liverpool & Glasgow

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The fact that a super "Big Bertha" is being built at Vickers' Sheffield works was made known by the Lord Mayor when the freedom of the city was conferred on Earl Beatty.

Its length is 80 feet, and it can throw an 8-inch shell between 70 and 80 miles.

In consequence of the extraordinarily high velocity of the projectiles the gun will require re-lining at frequent intervals.

An earlier gun of this type was delivered to the Government after the signing of the Armistice. At the University, where the honorary degree of Doctor of Law was conferred on him, Earl Beatty was hoisted aloft by the students in a chair, in which the Premier underwent a similar experience some time ago.

Dressed in grotesque attire, the students afterwards held a mock congregation, at which the "Most Excellent Order of the Grog" was conferred upon one of their number, who was garbed in an admiral's "uniform" of comic design.

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Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th Sept., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 13th September 1920, will be subject to rent.

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Hongkong, 6th September, 1920.

LATE SIR STANLEY MAUDE.

A BIOGRAPHER'S TRIBUTE.

"I work about six or seven hours a day at military subjects, although I am on leave. Some day this may be of use not only to my small self, but I hope, perhaps only in a minor way, to England. At all events it is right to try to do the very best one can."

This entry made by General Maude in his private diary in 1905 has, as his biographer (Major Gen. Sir C. E. Callwell) says, almost a prophetic ring. It is likewise an indication of the character of the man. He was inspired by a noble sense of duty—a conscientious, methodical, and cheerful worker all through his life. If he had a fault—and General Callwell does not write in a strain of uncritical eulogy—it was that he kept too much in his own hands. He did so in a wholly disinterested spirit and without any desire for self-advancement. But the power to delegate is the secret of success as an organizer. It is not only inadvisable, but it may be dangerous, for a military commander to keep all the strings in his own hands, for he may break down at a critical moment and leave everything in confusion. Maude worked far too hard, and only a vigorous constitution such as he possessed would have stood for long the strain that he put upon himself especially in the direction of his brilliantly successful campaign in Mesopotamia. Indeed, it was his careless regard for his own health that brought about the tragic, although not unfitting, termination of his splendid career. He had refused to let himself be inoculated against cholera, saying that a man of his age was immune. There have been rumours that he was the victim of foul play—that the milk in the fatal cup of coffee had been purposely infected, even that he was poisoned. These stories are discredited by his biographer, supported by the authority of the consulting physician to the Forces, Colonel Willcox. A lady who represented an important syndicate of American newspapers came to Baghdad, and Maude was anxious that she should be made acquainted with the conditions of life of the great Oriental city. So she accompanied him to an entertainment at a Jewish school, and in the course of the proceedings coffee was brought for her and her host. He took milk with it and she did not. In four days he was dead, yet *felix opportunitate moris*.

The son of a General who won the V.C. at Sevastopol, Maude entered the Coldstream Guards by way of Eton and Sandhurst, saw active service in the Sudan, became Brigade-Major of the Brigade of Guards, was seriously injured in South Africa, went to Canada as military secretary to the Governor, and thence arrived at the War Office, and was latterly Assistant Director of the Territorial Force. He went to France in 1914 on the staff of the 3rd Corps, was promoted to the command of the 14th Brigade, wounded, brought home, and then sent to Gallipoli in command of the 13th Division, where his abilities at length found clear expression in the masterly manner in which he handled the withdrawal from Suvla and subsequently from Helles, in which he also had a part. His own inclination was to push on with the attack. "It would not be difficult," he wrote in his diary, "given men, ammunition, and guns." But, rightly or wrongly, the appointed authorities decided otherwise, and the marvellous success of the withdrawal—most difficult of

GENERAL NEWS.

ENEMY TONNAGE TO BE SOLD.

In well-informed circles here (says the London correspondent of the *Glasgow Herald*) the opinion has prevailed for some time that the prize ships and the ex-enemy vessels finally allocated to this country would be sold, and that opinion was confirmed by the Premier. The Select Committee on National Expenditure estimate that approximately 2,500,000 tons will be due to the United Kingdom.

EMPLOYMENT OF CHINESE SEAMEN.

On the afternoon of the 20th August the Japan Seamen's Union held a meeting at the Hinko-kwan, at which members of the Union made speeches denouncing the Japanese shipowners' employment of Chinese crews for Japanese ships. Resolutions and declarations were unanimously passed for presentation to the Minister of Communications the next day by an executive committee. A similar meeting was held the other day at the Commercial Museum at the Minatogawa Recreation Ground, Kobe.

operations that a soldier can be called on to perform—made his reputation. Thence he went to Mesopotamia, and was quickly promoted to the chief command. Of his triumphant campaign there it is unnecessary to speak; the recollection of it is still fresh in the public memory, made brighter in contrast with the earlier tale of failure and inefficiency. Though his mind must have been full of plans and preparations, and administrative matters also occupied his working days, he always found time to visit his troops and to establish personal contact with them. Their valour he knew, and he spared no pains that it should be backed with the most adequate material support. It would be absurd to compare Maude with Napoleon as a tactician, but his military capacity had much in common with that of the Corsican.

Both of them, General Callwell writes, "were signalled by an almost uncanny familiarity with the details of the requirements of an army; both were pertinacious students of the principles and practice of prosecuting hostilities, both were gifted with unusual power of concentration on the 'thing in hand,' both could lay claim to abnormal memories, both were by instinct and by habit centralisers, both had mastered the closeness of the connection which exists between adequate preparation for operations in the field and their effective execution. Neither of them shrank from incurring those losses gains might be achieved, neither of them hesitated to run risks when the occasion called for it, both must be classed as egregiously sedulous workers, both—from dissimilar causes and as a result of different methods—contrived to win and to retain in exceptional measure the confidence and the affection of men whom they led, and both were absolute masters of the art of controlling hosts to good purpose in a theatre of war."

It should be added that Maude of Baghdad has been fortunate in his biographer. General Callwell writes as a soldier of a soldier, combining the faculty of making clear and interesting the military features of a campaign with the literary ability to give an intimate and satisfying impression of the man. The volume is amply provided with photographs and sketch maps.

THE "GENERAL STAFF" SCHEME.

PROGRAMME OF TRADE UNION CONCENTRATION.

The Agenda of the Trades Union Congress at Portsmouth in September is of more than usual interest, says a Labour correspondent of the *Observer*. The public has been familiarised with the problem of reorganisation and development which is exercising the minds of trade unionists, through the discussion of the idea of a "general staff," which received a good deal of publicity in the Press during and after the railway strike last October. It is this problem of trade union machinery and administration which gives a special interest to the agenda of the next Congress.

The question has been under the consideration of the Trade Union Co-ordination Committee, and the main proposals in its report have been embodied in a resolution submitted in the name of the Parliamentary Committee of the Trades Union Congress, which means that the Parliamentary Committee has endorsed the recommendations made by the Co-ordination Committee. It is suggested that the Parliamentary Committee should be superseded by a new executive General Council of thirty members, representing seventeen trade groups. Thus, the mining and quarrying industry is to have three members, the railway service three members, transport workers other than railways two members, the cotton trades two members, agriculture one member, and so forth.

The new Council will be a larger body than the present Parliamentary Committee, which consists of sixteen members. It is proposed that, in addition to working as a single Committee, it should be sub-divided into five groups. The seventeen trade groups represented on the Council would be classified under one of five headings, thus: the representatives of the shipbuilding, engineering, iron and steel and building trade unions would form one sub-committee, and the mining, railways and transport representatives another. It is intended that full-time officials should be appointed to devote themselves to the work of the five groups. The Co-ordination Committee, in their report, suggest that the group, when formed, should cultivate the closest possible contact with federations or other bodies representing the same interests outside the General Council, and the officials attached in the groups should be responsible for "the collecting and filing of special information regarding the activities of the unions represented by the group."

If these proposals are accepted by the Trades Union Congress, it will be necessary to provide additional finances and resources. At the present time affiliated unions subscribe to the funds of the Parliamentary Committee £2 10s. per 1,000 members (of which £1 per 1,000 is payable towards the upkeep of the International Trade Union Bureau), and 10s. for each delegate attending the annual Congress. This year the Congress will be asked to approve an annual fee of a penny per member of the unions affiliated to it. Assuming that the unions affiliated number 6,000,000 members, the new proposal would produce an annual income of £25,000.

These recommendations provide but the framework of the general scheme. If they are adopted by the Congress, the Co-ordination Committee will be able to proceed to the formulation of further proposals. It will consult the Labour Party and the co-operative movement with a view to devising a plan for establishing depart-

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ments of work under joint control for the purpose of securing common effort and co-ordination of effort as far as possible. It is hoped, for example, to establish a research organisation dealing with "all questions affecting the worker as producer and consumer, by the co-ordination and development of existing agencies," and to provide legal advice "on all questions affecting the collective welfare of the members of the working class organisations."

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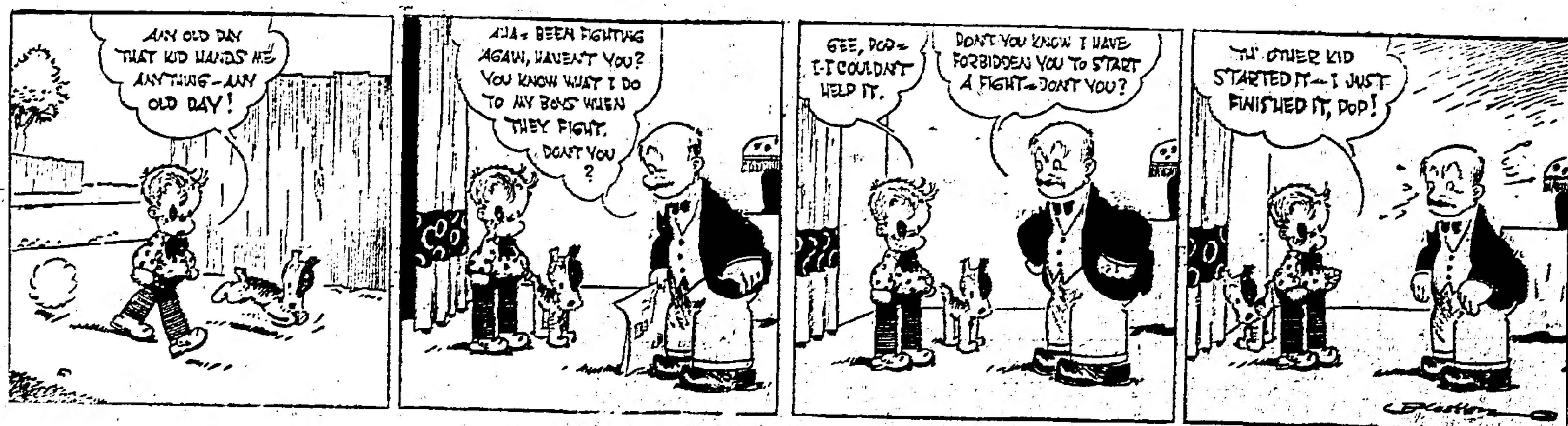
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Barrow members of the Amalgamated Union of Shipbuilding and Construction Trades have resolved to demand 27 per week instead of 25, and a national ballot of the Amalgamation upon the desirability of ceasing work to enforce their claims.

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 10, 1920.

OUR CITY HALL.

The other day we were looking through some of our old files in search of other information when we came across a report of the annual meeting of the subscribers of the City Hall, and the thought struck us that we hear very little these days about the management of this public building. The average resident of Hongkong knows so little about the running of the building that it would be extremely interesting if the position could be made a little clearer. We are by no means clear on the matter ourselves, though we share the knowledge that the building was erected during the years 1855 to 1859 by funds raised by public subscription and that during many subsequent years there were annual public meetings of those interested. Since its foundation the Hall has been the recipient of many valuable gifts. There is the fine portrait of the late Queen Victoria that hangs in St. George's Hall, there are the many gifts to the library and museum—in fact the building is the repository of a great number of the public possessions of the Colony.

All that we know now is that the building is run by a body of trustees whose meetings are not publicly attended and who make charges for the use of the Theatre and Hall, the money thus derived being, presumably, devoted towards defraying the cost of upkeep. At what date the public ceased to have an active interest in the building would be interesting to learn and precisely how the present body of Trustees became vested of their power from the original body of shareholders would also lighten up what is at present a mystery to most of us. Has the Government any direct interest apart from its general obligation of keeping in safe custody the gifts that have been donated from time to time to the Colony? The presented books and records in the library and the presented specimens in the museum must, of necessity, still be public property. Does the Government take any active care of these, or has it delegated all its responsibilities to a private body of Trustees—successors to a public body of generous subscribers? These things ought to be known. Within recent years our City Hall has become something of a public disgrace: the theatre and adjacent rooms are woefully out-of-date and inadequate for the needs of the place; the library is all but useless except to a very few; and the museum is nothing short of a dusty junk. Humourists have had many a jibe at it and there has been nothing unjust in their attitude. For balls and public gatherings the City Hall is but an apology for the kind of place Hongkong should have, and when one goes to the theatre one has to mentally apologize to the various Companies for making them work in such a building. Now that the War Memorial has been decided on in the form of a monument (by the way what has happened to that memorial?) there is no hope of seeing a new City Hall for commemorative purposes, such as was at one time suggested, and unless there can be aroused some public interest in the question of the provision of a better building, then it would seem inevitable that we shall have to put up with the present structure until a generous donor makes the Colony a present of one. At present we don't even know whether there is a profit or a loss on the working of the Hall, and who pays the loss or reaps the profit as the case may be. We do know that several of the big local firms are interested, but that's all.

Whoever the Trustees may be, it is neither reasonable nor practical to expect them to erect a new building. Yet we all go on complaining against the present one. There is only one way of altering matters and that is for public interest to be awakened, for greater knowledge to be had of the present body in control and for a public endeavour to secure the erection on the present site of a really suitable and modern building. We realise that that means a big expenditure, but the present generation of residents in Hongkong have not spent so much money on public improvements that it needs grudge subscribing to one of the Colony's greatest needs. We are living on the generosity of the past on this matter and it is time we marked our own stay here by something a little more permanent than our residence. Here is one of the finest chances, if only the initiative could be taken by some well-qualified public body. Could not the present Trustees do something to give us more information? And could not the Government actively interest itself in such a project? The winter is coming on and it will probably produce the usual crop of grumbles. We should like to see it much more productive than that.

NOTES & COMMENTS.

NO MORE RICKSHAS?

We notice that the President of the Singapore Municipality speaks in his annual report of the possible disappearance of the ricksha as a means of transport. He bases his opinion on the practical, as distinct from the sentimental, standpoint, and says: "Slow, of uncertain deference to traffic rules, and fruitful in noisy disputes over fares, they constitute an anachronism whose disappearance should leave no sadness of farewell." There has apparently been talk in Singapore of the formation of a taxi-cab company and of non-taxicabs plying for hire, but so far neither of these ideas has materialised. The day will probably come, however, when some such means as these will displace the ricksha not only in Singapore but in all European settlements in the East. Tramways, of course, do not greatly affect the rickshas, for they are limited in their sphere of operation, and the human-drawn vehicle is certainly handy for getting about in localities over which the trams do not run. But the motor-bus and the taxicab would have greater scope than cars running on rails, and as these begin to be introduced in business and residential districts no doubt the familiar ricksha will gradually be driven out of business. That time, however, will be long in coming, in a general way at any rate. We hear that Kowloon may have its motor-bus service in the not far distant future, and if it is well organised it will be interesting to see what effect it has on the ricksha traffic. We are all acquainted with the drawbacks of the ricksha system and of the annoyances which periodically arise over the pullers' demands for more money, but perhaps we too seldom think of the essential part they fill in our lives and of what service to the public they have been for many long years. For sentimental reasons most of us will be both sorry and glad when they eventually disappear. But what about the globe-trotter? My won't he be disappointed at being denied the privilege of being "snapped" in one of these quaint vehicles? Never mind; he'll still be able to display his photo in a sedan chair to envious friends and relatives as evidence of the fact he's been East!

MORE BOSH.

If there is anything in spiritualism, we cannot help thinking that some of its adherents are doing it a very bad turn by their idiotic methods of attempting to convince the world by "proof" from the other world. We all remember Sir Oliver Lodge's nonsensical "records" in his book "Raymond," with its glib references to cigars and whisky-sodas in the spirit world. Now comes another of this ilk, who, in a book entitled "Grenadier Rolf," by his Mother, serves up a lot of similar rubbish about clothing in Spiritland. "Grenadier Rolf" died in February 1915 when a recruit in the Grenadier Guards, and his mother says she got into touch with him through mediums. The book consists for the most part of his spirit messages to her. Grenadier Rolf's language is always that of the modern young man. Things are "spiffing," and people are "barmy" or "hit on the crumpet," and "talk through their hats." It is in his reference to clothes that he is most interesting. He describes a visit to the "seventh sphere," and, speaking of his return to his more normal surroundings in the spirit world, says: "I said, Can I be the same Rolf that was on the earth-plane? when—don't laugh—I caught sight of my boots again. Yes, and I was determined to get them on again. Off came my white robes, and I put on my pants—nice, soft, silky ones, too—and a soft collar, not a stiff one, and the aforesaid boots." Then we have the inevitable "control," a girl by name of "Feda" (with whom readers of "Raymond" will be well acquainted) telling us that Rolf is wearing a dark blue suit, that the bottoms of his trousers are turned up, that he has pale blue socks, and that he has got his hands in his pockets. And to cap the lot we are calmly informed that in the spirit world "people don't have corns because their body is perfect." Such is the stuff that is served up for public consumption and belief! And the sorry part of the whole business is that there are idiots who swallow it as the gospel truth. Spirits with pale blue socks, with their hands in their pockets, using such words as "spiffing" and "barmy." What next, we wonder?

DAY BY DAY.

THE SIMPLEST UTTERANCES ARE WORTHTEST TO BE WRITTEN.

—Emerson.

Yesterday two cases of entanglement were notified, one being fatal. All were Chinese.

Amongst those returning to the Colony by the Empress of Japan were Lieut. Commander Kilgour, Mr. A. H. Cook, Mr. A. R. Sutherland and Mr. J. Ralston.

On enquiries this morning we ascertained the fact that H.M.S. Kent's bell was taken off her before she was sold to the Chinese company who are now engaged on the task of breaking her up.

Mr. Dyer Ball to-day assumed the duties of Second Magistrate on the departure of Mr. N. L. Smith, who, we understand, proceeds to the North for one month's leave of absence.

The man alleged to have caused the death of an earth coolie at Hungshom Docks on Wednesday was brought up before Mr. Dyer Ball this morning, and was remanded at the request of the Police.

Whilst assisting in pulling a truck along Morrison Hill Road yesterday, a Chinese female coolie, 48 years of age, accidentally slipped and fell in front of the vehicle which passed over her legs, causing both to be seriously fractured. She was removed to the Government Civil Hospital by the Police.

The recent conference between representatives of the Taikoo, Ewo and C. M. Steamship Companies and the Chinese merchants who protested recently against the increase of warehouse charges lately instituted by these companies, failed to bring about a satisfactory compromise, although the companies agreed to small concessions on certain classes of goods.—Shipping and Engineering.

A somewhat fishy story was related to the Police when a Chinese woman last night made a report of an alleged attempt at blackmailing of which she states she was the victim. At noon yesterday, the report says, about 12 or 13 men came to the woman's house at Chung Sau Lane West. A number of them were armed with daggers which they threatened to use on her if she failed to give them \$50. The inexpressible part of the story was that, failing to get this sum, they peacefully left without doing any violence to the woman or even stealing anything.

We are glad to be able to state that our usual Pictorial Supplement will reappear to-morrow, when the photos will include those which we were unavoidably prevented from publishing last week, as well as others. There will be groups taken at the weddings of Mr. R. W. McIntyre and Miss Irene Choie, and of Mr. R. Taylor and Miss Agnes L. White. Another picture will show H. E. the Governor and officials of the Kwong Wah Hospital, this being taken on a recent visit of His Excellency to the institution named whilst in view of the coming Interport cricket matches, especial interest will centre in the photograph of Mr. A. A. Rumbahn, who last season headed the Cricketers' League's bowling averages. Pictures relating to the fighting in the North complete a most interesting sheet.

A coil of rope, valued at \$300, forms the subject of an allegation brought against the master and crew of a trading junk which plies between here and Swatow. This rope is believed by the Police to have been stolen from the M. M. Paul Lecat, and in order that this may be verified, a remand of the charge was given this morning by Mr. R. O. Hutchison until the arrival of the vessel, which is due here in about six days' time. The accused, who are the master of the junk and his six foks, were brought before the Magistrate by Sub-Inspector Spiers this morning, and Mr. D. J. Blake, who represented the principal prisoner, wished to know whether any detaining order would be made against the boat. The Magistrate, in deciding the question of bail, observed that the sums must be high if the junk was to be released. He fixed it at \$1,000.

ROWLOON NOTES.

(BY "THE FERRYMAN").

There have been frenzied frolics in Flatland, according to my friend who lives in that noisy neighbourhood, and I'm afraid my notes this week will mostly bear on this subject. It's a matter that affects many residents, at any rate, and if anything I can say has the result of bettering conditions, then that will be so much to the good.

It's quite a long screed that my friend has sent me, and from it I will take the following—"Flatland has been like Hades let loose of late. The principal source of trouble happens to be a handful of 'smar' bhoys who have taken up their residence in our midst and whose chief diversion after dinner appears to be the annoyance of their neighbours. I am enclosing the names of some of them for your future use if necessary, and you will see that they are men who really ought to know better. Also for your private ear I am telling you where they have settled down."

The note continues—"The noise and general rowdiness of which these young bloods are guilty continues night after night and goes on long after most respectable people are seeking sleep. On Wednesday night they reached the limit. They were singing, or rather yelling, at the top of their voices, and barracking and jazzing until one wondered that their strength did not give out. With the help of a lively pianist, they ran through endless 'rags,' including 'Jadda,' 'How's Your Father?' and scores of others. One of the vocalists, who had the lung-power of a bellowing bull, let himself go on 'I wish I were a Dog.' So do I. If he were, I should have shed half a brick at him. The only satisfactory part of the whole business was that it stopped rather suddenly. But how much longer have we Flatlanders to put up with this sort of thing?"

Now, I've got a great deal of sympathy with these Flatlanders whose peace and quietude is thus rudely disturbed by 'knuts' who are not wanted in Kowloon. One can understand and forgive an occasional jamboree by young fellows, especially if the racket stops at a reasonable hour. But this kind of thing is neither occasional nor reasonable in duration. Personally, I think it a matter in which the Police should interfere by making an example of some of these roysterers.

There seems to be an impression amongst most people that they can make as much noise as they like up to 11 p.m. But if the laws of the Colony were strictly enforced they would find that they are very much mistaken. On looking up the Ordinance I find this clause—"No person shall between sunset and 6 a.m. make or cause to be made any noise whatever calculated to disturb, annoy or interfere with the public tranquility or the quiet of the occupier or inhabitant of any dwelling house within the City of Victoria or its vicinity." And any person guilty of an offence of this character is liable to a fine not exceeding \$100.

Now, I am wondering whether that law applies also to Kowloon. Surely it ought to; otherwise, Kowloon is liable to become the noise centre of the Colony. Maybe this Ordinance was drawn up before Kowloon came into British possession, though since then the whole laws of the Colony have been revised. Perhaps "or its vicinity" can be read to include Kowloon. At any rate, it must assuredly be an offence to cause unlimited annoyance to neighbours as these noisy bachelors are doing. I'm keeping the particulars by me for future use if necessary. And before things go any further I would strongly advise these young bloods to tone down a bit. They don't own Kowloon, after all is said and done.

Taikoo, if they can't win the bowls championship, can at least give a nasty jar to others well in the running, as was shown last week when they humbled Kowloon Bowling Green Club with a pretty severe trouncing. This was Kowloon's first defeat. Now then, Kowloon, this won't do; keep your tails up! Our erratic K.C.C. and bowlers badly hit Civil Service on the same day. That was some consolation to Kowloon, anyhow.

MERCHANT MARINE.

CHINA COAST CHANGES.

Captain K. E. Tudden, of the Tangchow, is on reserve. Captain A. Harris, from leave, has gone master, Tangchow.

Mr. R. H. Fairley, from reserve, has gone chief officer, Tangchow.

Mr. C. A. Christiansen, chief officer, Shuntien, is on reserve.

Mr. R. Elvidge, from reserve, has gone chief officer, Shansi.

Mr. P. Maley, from reserve, has gone chief officer, Pakhoi. Mr. W. Henderson, chief officer, Pakhoi, is on reserve.

Mr. J. P. Jordan, chief officer, Huichow, is on reserve. Mr. T. A. Lupton, from reserve, has gone chief officer, Huichow.

Mr. F. C. Lucas, chief officer, Shansi, has gone chief officer, Shuntien.

Mr. T. S. Kinn, from reserve, has gone chief officer, Choywang.

Mr. H. C. Atkinson, supernumerary chief officer, Tuckwo, has gone chief officer, Changwo.

Mr. A. F. Johnson, chief officer, Changwo, has gone supernumerary chief officer, same ship.

Mr. E. V. Bishop, from reserve, has gone supernumerary second officer, Luenho.

Mr. J. H. Smith has been appointed supernumerary second officer, Hangsang.

Mr. E. A. M. Sharratt, supernumerary second officer, Kwong-sang, has gone second officer, Chipping.

Mr. H. Craig has been appointed supernumerary second officer, Kwong-sang.

Mr. John H. Smith has been appointed supernumerary second officer, Tungsing. Mr. R. Frost, supernumerary second officer, Tungsing, is on reserve.

Mr. J. Powell, chief officer, Hangsang, has gone chief officer, Loongsang. Mr. S. J. Barden, chief officer, Loongsang, is on reserve.

Mr. T. C. Malcolm, supernumerary third engineer, Luenho, is on leave.

Mr. J. H. Johnson, second officer, Kwang-sang, has gone chief officer, Kwang-sang. Mr. C. Hanson has been appointed second officer, Kwang-sang.

Mr. F. Bremer Hansen, from leave, has gone chief officer, Kwang-sang.

Mr. A. Fernandes, chief officer, Chongon, has signed off. Mr. T. J. Crispin, second officer, Hong-mai, has gone acting master, Suitai.

Mr. A. H. Brown, chief officer, Hoisang, has signed off. Mr. J. Webster has signed on chief officer, Hoisang.

Captain T. Donaldson, of the Suitai, has signed off.

Mr. F. Wittams has signed on chief officer, Chongon.

Mr. E. A. Thompson, chief officer, Kwong-sang, has signed off. Mr. F. W. Jones, chief officer, Sanning, has gone chief officer, Kwong-sang.

Mr. W. C. Evans, chief officer, tug Taikoo, has gone supernumerary chief officer, Heungshan.

Mr. W. H. Bolderson, chief officer, Heungshan, has signed off.

Captain J. E. Drummond has signed on master, Hydrangea.

Mr. H. Conway has signed on chief officer, Hydrangea. Mr. T. W. Spence has signed on second officer, Hydrangea.

Mr. C. Madden, second officer, Honam, has gone chief officer, Suian.

Mr. E. N. Matthews, chief officer, Suian, has gone chief officer, Onlee. Mr. W. L. Chapman, chief officer, Onlee, has signed off.—Shipping and Engineering.

It's a fine programme that has been drawn up for to-morrow night's open-air concert at the K.C.C. Let's hope the usual joss in weather will be experienced. Besides the full band of the Willshires, which is contributing some really fine items, there are to be many well-known vocalists, including Mrs. Brown, Mr. G. E. Lucas and Master Brown, whilst Miss Clara Matlock is to be the pianist. Mr. Maurice Hambler is to appear as a patterer and dancer, Mr. Harry Chaney will contribute musical monologues and Mr. T. A. Barry is to supply unlimited humour. Surely a wonderful dollar's worth. And for Hongkong people a late ferry will run. "Let 'em all come," say the promoters.

TO-DAY'S MISCELLANY.

An interesting story of the air is published which sceptical readers need not accept unless they please without the proverbial grain of salt. Whether it is a simple record of fact or a tale of the imagination, however, does not affect the lesson it reads to the police of this and every other country. It tells how a man much wanted by the police escaped from this country through every port and railway station was carefully watched, and the telegraph and telephone had put every office on the alert. The explanation, of course, is obvious. He flew. Comment has been made in these columns on more than one occasion on the necessity which must inevitably arise for policing the air and this story illustrates something of the ease with which their quarry may escape them if detectives are not in a position to take wing when occasion demands.

Leipzig possesses a monument which rises only a few inches short of 300ft. and so dwarfs the war pylon designed by Sir Frank Baines. The "Battle of the Nations" monument stands in the middle of the plain where Blucher routed Napoleon's army. One million cubic metres of earth were displaced to make room for its base. It is surrounded by an enclosure a quarter of a mile wide and nearly half a mile long, and represents a cost of, in round figures, £300,000. Next to the Pyramids it is the highest in the world, but it is by no means the costliest. This distinction belongs to the national memorial to Victor Emmanuel II., erected on the Capitoline Hill in Rome at a cost of £1,000,000. It took thirty-one years to complete: this huge pile of marble steps, covered with statues, bas-reliefs, and mosaics. Sacconi, the architect who designed it, died long before the work was finished, but he left models complete in every detail, and his original plans were never tampered with.

Memorials always make for controversy, and if the architect of the Office of Works whose unofficial design has brought down on his head such a flood of abuse as a philosopher he will be able to console himself with the fate of others. It is one of our traditions to admire the Nelson Memorial, yet Take likened the Admiral on top of his column to a "flying pig" and who has not had a fling at "Landseer's lions"? Of all the memorials ever erected to a blameless life, has any been attacked more fiercely and, let us confess, more justly than the Albert Memorial? Generations of critics have lamented the taste of the monument to two British sea captains in St. Paul's—"naked warriors in sandals" receiving benison from "smart feminine Victories." No one has ever found much good to say of the huge pile which commemorates the victories which the Duke of York did not win, and Gladstone always fell into a passion at the thought of Napier of Magdala occupying the site from which he goes to make room for King Edward while the statue of a much greater man and one who had actually brought out Lord Napier looks on from a subordinate position."

Gilbert White, whose bicentenary recently occurred, left memoranda giving particulars of the cost of certain goods and grades of labour in Dorset during his time. A foreman bricklayer in 1771 got two shillings a day, his assistant eighteenpence. Building bricks cost 16s. 10½d. Rubbing bricks (rubble) 3s. a hundred. Carpenters got 1s. 8d. a day; nails (hand-made) cost 1s. 8d. a pound. For his "great parlour" at Selborne White paid for a chimney-piece, "twenty-three feet seven inches of superficial white and veined Italian marble," £5. 17s. 11d., and for a stove grate, with fender, £4. 9s. A "Flock Satten paper hanging" cost £9. 15s., and a looking-glass, which was probably what we should call a pierglass, £9. 19s. The cost of a "fine stout Turkey carpet" in 1771 may well make a modern housewife envious. There was eleven guineas. Despite these fashionable appointments White was a modest man who disliked ostentation. He left instructions that his burial should be conducted without pall-bearers or parade, and that "six honest day labouring men, respect being had to such as have bred up large families, may bear me to my grave, to whom I appoint the sum of ten shillings each, for their trouble."

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LINES FROM LINKUMDODDIE.

"Linkumdoddie"
Ecclesfield, N.B.
4th August, 1920.

Dear S—

"A yacht race," says he, "like you had last week, is more vexations nor a funeral. Perfect conditions have never been attained, and never will. There's either too little wind or too much, and if the wind's all right then the sea's all wrong. And if there's a finish at all, as like as not nobody knows for certain if there's been a race let alone who's won, and if they did know then someone else is sure to prove that the result is all wrong. I've told me it's worth a man's while spending a hunder thousand to lift a cup jingling between and around two or three mark boats in sight of each other. Man I've seen better racing in Hongkong Harbour, between the Sugar House and Stonecutters. No! Stick the flaming Cup on the Mull o' Kintyre and let them gang hell for leather after it frae Sandy Hook."

Aye, Mac was riled right enough and no wonder, considering the money he must have spent on newspapers watching out for the result. But mind ye, I believe there's something in his idea for the next Cup-lifting competition after all. I said as much to him. I went further, I suggested his writing to Lipton about it. But he only glowered at me.

The weather? Huh! I see from last night's paper that a man down England way was charged wi' being drunk and what's more forbye, the policeman in the case gave it out that he spent the previous night walking round in a circle cursing the weather. He was fined for drunkenness. As regards the weather, the Magistrate maybe hadna' the heart to interfere.

Our minister said yesterday that he saw a swallow flying over Hill. I gather from this that winter must be nearly over.

I was glad to hear that you were getting the *Weekly Scotsman* regular. Aye, a fine paper at the price papers are to-day. But mind ye, postage on papers will be going up soon. Now that sort of thing is very apt to make a difference in more ways than one. Years ago there used to be

a tax on the press. I can mind o' my father once telling me that he could remember the day when he had to pay sixpence-halfpenny for his paper. An ordinary letter in those times, to London, for instance, cost as much as one and threepence. Sugar then cost tenpence a pound but we can beat that price to-day.

But as I was saying about the papers, when the tax was removed there was in consequence a great expansion of journalism. No reporting, mind, yet journalism. Reporting bits of snippets in the news line came into vogue at a later date still. Well, as I was about to say, there's no doubt that all this was for the good of the nation, for the average newspaper is a public service and so being must contribute to the national intelligence. Now a new tax is going on newspapers. The halfpenny postage is going off. As everybody abroad knows the newspaper post is of considerable importance. This applies with equal force to those who dwell in remote places even in this country. Except the friendly letter there can be no better link wi' the homeland than the local journal. Take MacPherson now and his *London Herald*. Yonder in Hongkong, he'd be fair lost without it. It would be worse than parting wi' an eye tooth for him to miss it. Births and Deaths, Crops and Corpses, sprees and water work strips, their recital, even in cold print, all help to strengthen the frail cord that binds us to home.

Well, let that be as it may. I see on way that a reputation has waited on Mr. Pease the Assistant Postmaster-General. A man of hard, official mind yon. Again appealed to on behalf of the press, (small "p" please or they'll maybe think I'm referring to the *H.K. Daily Press*), he said in Parliament, just the other day, that it was quite unreasonable that folks should have their newspapers carried at other folks' expense. Exactly; but see where such an argument generally applied could take us. Why maintain public libraries and art galleries for some folks at the expense of other people? Why keep up museums instead of music-halls, public gardens instead of picture-houses, and so on?

Let me tell you this, written on another anniversary of the Great War, that the same war has pushed us into an age of selfishness and State or any other kind o' altruism is now a thing of the past.

Talking about newspapers reminds me that the last voyage of the Atlantic liner *Victorian* has been watched wi' more than ordinary interest, not only because of her precious cargo (newspaper proprietors and editors bound for the Imperial Press Conference at Ottawa) but because of the demonstrations given on board of the convenience which, thanks to wireless telephony, may now attend ocean travel.

Of course it'll take some time yet for that sort of thing to catch on but there's no doubt that to talk in mid-ocean wi' friends you've left behind, to ask them to be sure and send on the wife's best back comb she left in the right hand bottom drawer of the bedroom dresser, when they're at it, no' to forget the razor strop you left yourself hanging at the back of the bathroom door, as well as wee Jeanie's second best pair o' sand shoes left under the hallstand; to listen to concerts and let them listen to yours; and what you said to the captain about the weather and the purser about the wee gladstone bag that's amissing; to dictate editorial policy and make the Government tremble just when it was congratulating itself at having got rid of you for at least a week or two—this is a bit arresting to say the least of it, even in these days when folks are no' so easily surprised at anything.

But yon telephone folk were cunning. They couldna' have chosen a better time to show off the capabilities of their invention. Look at the free advertisement, eh? No' a penny to pay either way and all the more chance of being believed into the bargain.

We're in the midst of miracles at Lourdes again. A batch of Scottish pilgrims have just come back and as usual a few of the lame have left their stumps and such-like behind. Cured, aye, so they say.

Miracles at Lourdes, bogus or true, might be all very well as a kirk advertisement long ago or even to-day, for that matter, but wi' sickness benefit, workmen's compensation, and the dripping coast of insurance, there are thousands of folk, Protestants, Catholics and even agnostics, who, if they were cured, would have more sense than let on about it.

I had a crack wi' our Doctor about Lourdes the other day. He belongs to the old school. None of your fancy diseases for him. He calls a sore inside by another name and ye needna' ask him to come back twice if there's little the matter wi' ye. He's good at saying a body from the brink of the grave but feckless at prescribing when it's a case o' freckles or an ingrown toenail.

"Lourdes Well," said he, "well, it might be well but we've got a well here that's no' far short of it when it comes to securing, if no' perennial youth and freedom from all the ills that flesh is heir to, at least a fairly reliable protection against the feck o' them."

"You mean the well at the back o' the hill?" "The very same," says he. "An excellent spring," says he in his best English style "for those addicted to wells—and ills. Let me inform you sir, that the water there is hepatic or sulphurous and has moreover, a peculiar empyreumatic odour, somewhat nauseous it is true but palatable even to the most delicate."

Now what more could you want than that? I looked at him sitting there in the gig wi' a face on him as serious as a halibut boy at first communion.

"Aye," says I, "what you mean doctor is that the water round the hill is all right, provided you hold your nose."

"Exactly," said he, and drove on.

Mind ye, I never heard of our well causing a stir in the miracle line but many a time as a laddie on a warm day I've had a drink there. It is round such spots that towns have sprung up wi' their fancy waters, medicated baths, electrical treatment, expensive hotels and flourishing doctors. Our well water certainly won't remove corns, or make hair grow on a bald head let alone fix up instanter a burst ankle or broken limb, but for all that, granted sufficient faith and a not over particular nose, I believe it to be as good in its humble way as most of the wells, spas and places three parts round the globe.

Once more the miners have issued a solemn warning to the Government. A strike is threatened once the cooler weather comes in and it would seem that this time the men mean business. They say that there will be a

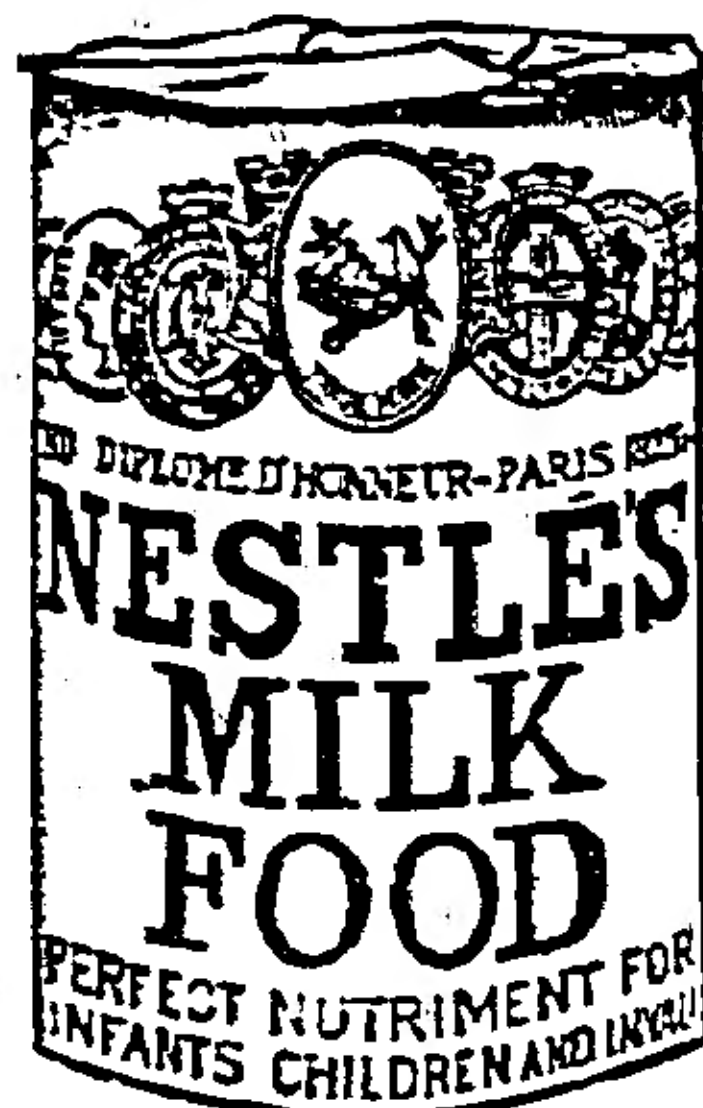
DAIRY FARM NEWS.

New Shipment just received

Gouda Cheese	- 80 cents per lb.
Edam	" - 80 " " "
Cream	" - 30 " " pat
Picnic	" - 30 " " jar

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

BRINGS



JOY

TO

MOTHERS

- ASK WATSONS! -

surplus profit of something like £66,000,000 after a year's working of the mines and they can't see eye to eye wi' the Government regarding the disposal of this sum. It's been wi' extreme difficulty that the miners have gotten the truth squeezed at last out of the Government as to this figure, but as the profits would of course have to appear in the national balance sheet in any case, the truth can no longer be hidden. You see it works this way. The Government took over the mines. The surplus profits are to go to the Exchequer. In the spring the price of coal was upped, the rise being required to ensure the State's fair share of Excess Profits Duty. Now according to that it means that the Government upped the price of coal in order to provide funds for itself to tax. Now as a consumer this doesn't appeal to me at all. What I say is that this £66,000,000 ought never to have been within the reach of either the miners or the Government but if it is now used to reduce the price of coal (which never ought to have risen) it will do a lot towards strengthening the hands of the Government if the miners down tools on a purely wages claim. In any case the money doesn't belong to the miners—they're already had their whack. It belongs entirely to the consumer—the sufferer, first, always and last. No wonder, there's Bolshevism in the world to-day.

I see though that there's some folk wi' sense left in the country. The seamen have lately been voting on the question whether British shipping should be nationalised and though it'll be some time yet before the final figures are out, there seems no doubt but that they're going to prefer private enterprise to the national boss. Now in their case they've had something to go on for already they've had a touch of the national way and guided by experience they've cast their votes wi' a view solely to their own interests. I don't blame them. They're evidently convinced that the shipowner is a better employer than the State. Truly we're getting on. If the salient truths that economists have been preaching for months past are beginning to sink in, then there's hope yet for the working classes.

WHEN BABY IS CROSS AND SLEEPLESS.

When baby is cross and sleepless there is something wrong and the little one is taking the only means he has of telling it. Under such circumstances the temptation to administer a sleeping draught, or opiate of some kind, is often great, but don't do it unless expressly ordered by a competent doctor who has seen the child. Instead give him Baby's Own Tablets, which are guaranteed to contain no opiates; they send the child to sleep simply because they remove the causes of his sleeplessness and make him feel good and comfortable.

"My baby was not feeling well and was cross and troublesome. I gave her several doses of Baby's Own Tablets and they did her so much good that I would not be without them for many times the amount they cost. I strongly advise every mother to give them a fair trial," writes Mrs. F. Emery, of 8 Barclay Place, Grand Rapids, Mich. U.S.A.

Baby's Own Tablets are a remedy for simple fever, indigestion, constipation, colic, diarrhoea. They make teething easy and destroy worms. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

The storm in Ireland is still blowing—gathering force every day. Next week we are promised a new Coercion Bill—for that's what I take it it will be. It'll mean martial law for Ireland. They'll never cure Ireland wi' shooting—an overdose of lead in any system never makes for clearer thinking. That these Sinn Fein murderers must be punished there can be no doubt but we cannot hope to rule Ireland wi' the machine gun. Laws have no strength except by recognition by the people. It's statesmanship we need, no' sandbags and pickets. There's no doubt what-ever that our Government is weak. One man canna' be expected to settle the differences of the world unaided. Lloyd George is awash to the back teeth wi' trouble as it is. A little more and he'll drown.

Yours etc.
R. McW.

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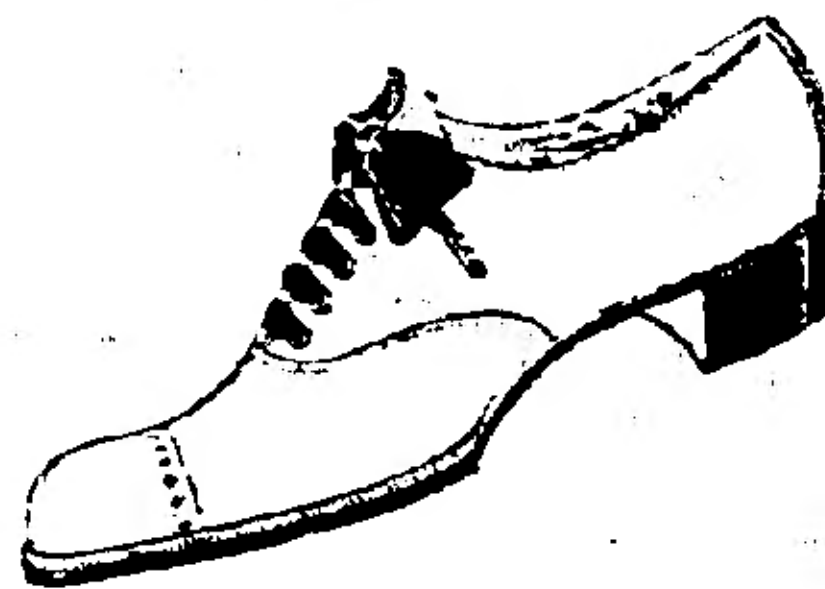
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Empress of Asia...	Sept. 23	Oct. 11
Empress of Russia...	Oct. 21	Nov. 8
Monteagle...	Oct. 26	Nov. 19
Empress of Japan...	Nov. 9	Nov. 30
Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3
Monteagle...	Dec. 31	Jan. 24
Empress of Asia...	Jan. 13	Jan. 31
Empress of Japan...	Jan. 19	Feb. 9
Empress of Russia...	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all steamers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued.

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STEAMERS.

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792.

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3rd Floor.

SAILING DATES.

EUROPE, U.S.A., ETC.

Kansas.....R.L.	Sept. 10
Birmingham C.....B.L.	Sept. 10
Kaga M.....N.Y.K.	Sept. 10
Lycoson.....B. & S.	Sept. 10
Fushimi M.....N.Y.K.	Sept. 11
Cyclops.....B. & S.	Sept. 11
Achilles.....B. & S.	Sept. 11
Wawalona.....P. S. Co.	Sept. 11
Jeypore.....P. & O.	Sept. 13
Egmont C.....D. N. Co.	Sept. 13
Brave Coeur.....S. & D.	Sept. 14
E. of Japan.....C. P. O. S.	Sept. 14
Egmont C.....D. & Co.	Sept. 14
Toba.....J. C. J. L.	Sept. 14
Vinita.....L. A. Co.	Sept. 15
Easterling.....P. S. Co.	Sept. 15
Cape May.....P. S. Co.	Sept. 15
Montague.....P. S. Co.	Sept. 15
Deuel.....S. & D.	Sept. 18
Dilwara.....P. & O.	Sept. 17
Yokohama.....N.Y.K.	Sept. 20
Sutani.....R. L.	Sept. 20
Honolulu M.....O. S. K.	Sept. 20
L. Farrar.....R. D. Co.	Sept. 20
Manitor.....B. & S.	Sept. 21
Kanawana.....P. & O.	Sept. 22
Tanyo M.....N.Y.K.	Sept. 22
E. of Asia.....C. P. O. S.	Sept. 23
West Himrod.....S. & D.	Sept. 24
Tanda.....P. & O.	Sept. 24
Khiva.....P. & O.	Sept. 25
Atlas M.....O. S. K.	Sept. 25
Van Waseyck J.C.J.L.	Sept. 25
Crosskeys.....A. L.	Sept. 25
Arabia M.....O. S. K.	Sept. 27
Korea M.....T. K. K.	Sept. 30
Katori M.....N.Y.K.	Sept. 30
C of Dunkirk.....B. L.	E. Sept.
Eledu P.....S. T. Co.	E. Oct.
Ajax.....B. L.	Oct. 1
Changsha.....B. & S.	Oct. 1
Tamba.....N.Y.K.	Oct. 1
Hungaria.....D. & Co.	Oct. 3
Eurypylus.....B. & S.	Oct. 3
St. Albans.....P. & O.	Oct. 6
Nankin.....P. & O.	Oct. 7
Tajima M.....N.Y.K.	Oct. 8
Baron M.....J. C. J. L.	Oct. 8
Harold D.....R. D. Co.	Oct. 9
Maduan.....F. W. & Co.	Oct. 10

JAPAN, COAST PORTS, ETC.

Nankin.....P. & O.	Sept. 10
Hinsang.....J. M. Co.	Sept. 10
Taksang.....J. M. Co.	Sept. 10
Haiching.....D. L. Co.	Sept. 10
Tientsin.....B. & S.	Sept. 10
Namsang.....J. M. Co.	Sept. 11
Hailong.....D. L. Co.	Sept. 11
Sunning.....B. & S.	Sept. 12
Chenan.....B. & S.	Sept. 12
Chatsang.....J. M. Co.	Sept. 13
Esang.....J. M. Co.	Sept. 14
Chinbua.....B. & S.	Sept. 14
Riojan M.....D. & Co.	Sept. 14
Tytleboe.....J. C. J. L.	Sept. 14
Sulyang.....B. & S.	Sept. 14
Kumssang.....J. M. Co.	Sept. 14
Haibong.....D. L. Co.	Sept. 14
Huichow M.....B. & S.	Sept. 14
Hangsang.....J. M. Co.	Sept. 14
Taian M.....N.Y.K.	Sept. 15
Loksang.....J. M. Co.	Sept. 15
Borneo M.....D. & Co.	Sept. 16
Tjibodas.....J. C. J. L.	Sept. 16
Sinkiang.....B. & S.	Sept. 16
Bengkalis.....J. C. J. L.	Sept. 17
Sado M.....N.Y.K.	Sept. 17
St. Albans.....P. & O.	Sept. 17
Nikko M.....N.Y.K.	Sept. 18
Tjimonok.....J. C. J. L.	Sept. 18
Tjiondori.....J. C. J. L.	Sept. 18
G. Apar.....P. & O.	Sept. 19
Shin-i M.....N.Y.K.	Sept. 20
Torilla.....P. & O.	Sept. 21
Kasagar.....P. & O.	Sept. 22
Kitano M.....N.Y.K.	Sept. 30
Yotorofu M.....N.Y.K.	Sept. 31
Aki M.....N.Y.K.	Oct. 16



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KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 25th.
SHINYO MARU	22,000	Nov. 22nd.

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RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE (cargo)	5,200	12th Sept.	Miles, London & Antwerp.
DILWARA	5,400	17th Sept.	S'pore, Colombo & B'bay.
KHIVA	9,000	25th Sept.	Miles, London & Antwerp.
NANKIN	6,900	7th Oct.	Miles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	24th Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

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ST. ALBANS	4,500	17th Sept.	Japan direct.
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TORILLA	5,200	21st Sept.	Shanghai & Japan.
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FUSHIMI M. (Omitting Manila, Keelung) Sat., 11th Sept., at 11 a.m.
KATORI MARU Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU Friday, 1st Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

YOKOHAMA MARU Monday, 20th Sept., at noon.
TAMBA MARU Friday, 1st Oct., at noon.
MISHIMA MARU Friday, 15th Oct., at noon.
HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU Friday, 23rd October.
MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.
TOTTORI MARU Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU Wednesday, 20th Oct., at 11 a.m.
NEW YORK via Panama.

CALCUTTA MARU Sailing from Kobe 26th September.
SOUTH AMERICAN PORTS via Cape.
TOSA MARU Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.
TAIAN MARU Wednesday, 15th September.
YETOROFU MARU Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 18th Sept., at 11 a.m.
AKI MARU Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
SADO MARU Friday, 17th Sept., at 11 a.m.
SHIN-I MARU Monday, 20th September.

KITANO MARU Thursday, 30th Sept., at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

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Tjibodas	Java	11th Sept.	15th Sept.	Shanghai.
Tjibboet	Japan	12th Sept.	14th Sept.	Java.
Tjimanook	Java	20th Sept.	26th Sept.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.****NEXT SAILING.**

Steamer	From	Expected on	Will leave on	For
Tjibodas	Java	in port	18th Sept.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK

S.S. "ECREMONT CASTLE"

VIA SUEZ CANAL.

Sailing on or about 14th September.

LYOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	18th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. shipping Board steamers.

HONGKONG.

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 16
S.S. WEST HIXON	Nov. 1	S.S. WEST HIXON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

HONGKONG OFFICE:

LOS ANGELES, CALIF.

Prince's Building, Chater Road,

BRANCH OFFICE:

Telephone No. 1062.

Kobe, Shanghai,

CHAS. E. RICHARDSON,

MANILA, SINGAPORE.

General Agent for South China.

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Namsang	Sat., 11th Sept. at 3 p.m.
Kobe	Chaksang	Mon., 13th Sept. at 3 p.m.
SHANGHAI	Chaksang	Tues., 14th Sept. at d'light.
SHANGHAI	Esang	Tues., 14th Sept. at d'light.
STRAITS & Calcutta	Kumsang	Tues., 14th Sept. at 3 p.m.
HAIPHONG via Hoihow	Lokasang	Wed., 15th Sept. at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 11th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "KUMSANG" will be despatched on or about 14th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	11th Sept. at 4 p.m.
SHANGHAI	Ningpo	11th Sept. at 4 p.m.
SWATOW & SINGAPORE	Chinhua	12th Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	13th Sept. at d'light.
AMOY, SHAI & PUWOK	Suiyang	14th Sept. at 10 a.m.
SWATOW & BANGKOK	Yunnan	14th Sept. at noon.
WEIHAIWEI, CHEFOO and TIENSIN	Muichow	14th Sept. at 3 p.m.
SHANGHAI	Sinkiang	16th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong Sept., 10, 1920.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maiching	A. H. Stewart	FRI., 10th Sept. at 2 p.m.
Hailong	J. S. Thomson	SAT., 11th Sept. at 2 p.m.
Haibong	W. C. Thomason	TUES., 14th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	10th Sept.
"HONGKONG CITY"	via Suez	10th Sept.
"CITY OF DUNKIRK"	via Suez	10th Sept.
"AJAX"	via Suez	10th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change with and without notice.
For freight and passage apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

From Foochow and Swatow the HAICHING brought yesterday 1,100 tons of general cargo for the Colony. She carried 173 deck passengers—Mooring Douglas Wharf.

From Singapore the HUPER came in yesterday with 150 tons of general merchandise—Mooring C 15.

From Daini and Newchuan the S.S. "ESANG," an Indo-China Steam Navigation vessel, brought yesterday 1,300 tons of beans for Hongkong and 300 tons of beans and bean oil for elsewhere. Owing to the typhoon she anchored for 3 1/2 days at Lanchow.

The EMPRESS OF JAPAN arrived yesterday from Vancouver with 234 tons of wheat iron, milk and general cargo for Hongkong. Her passengers numbered 85 first-class, 23 second and 135 deck—Mooring Kowloon Wharf.

From Penang and Singapore the HONG HWA brought yesterday a thousand tons of general merchandise for Hongkong—Mooring B 7.

From Bombay the O.S.K.'s SAIGON M. delivered here yesterday 180 tons of cotton yarn. She had 500 tons of cotton yarn for Shanghai and Japan.

The O.S.K.'s AMAKUSA M. consigned here Keelung 30 tons of coal—Mooring O.S.K. Wharf. Coal was also delivered here by the SURU M. (1,250 tons) from Keelung, and by the YEL M. (3,300 tons).

The T.K.K.'s PERSIA M. arrived this morning from San Francisco with 1,268 tons of cotton yarn, rosin, paper, cast iron, canned goods, provision and merchandise for the Colony. Her cabin passengers numbered 12. She delivered here 130 packages of mails—Mooring A 1.

The HEISHUN M. consigned here this morning from Saigon 3,750 tons of rice. The Dutch vessel TJISON-DARI arrived yesterday afternoon from Sourabaya with 1,473 tons of general cargo for Hongkong and 7,625 tons for elsewhere. She carried 645 deck passengers. Mooring A 23.

From Bangkok the PHAN SAMUD brought this morning 2,400 tons of rice—Mooring C 42.

**MOVEMENTS OF
STEAMERS.**

The S.S. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The Dollar Line Company's S.S. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 23rd.

The Dollar Line Company's S.S. MELVILLE DOLLAR left Vancouver on August 12th and is due in Hongkong Sept., 15th.

The N. Y. K. S.S. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K. S.S. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The Ben Line S.S. BENFALDER from Granzonouth, Leith and London, left Singapore for this port on 4th instant and may be expected to arrive here on or about 10th instant.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 3rd September, left there 4th September, and is due at Vancouver, B.C., on 13th September.

The S.S. LYCAON (Blue Funnel Line) left Shimonsack on 5th inst. for London, Amsterdam and Hamburg via Hongkong. Vessel is due here on 9th inst. and will sail, as above, on 10th idem at noon.

The N. Y. K. S.S. NIKKO M. (Australian Line) left Thursday 1st, for this port via Manila on the 5th Sept. and is expected here on the 17th September.

The N. Y. K. S.S. YOKOHAMA MARU (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 6th September and is expected here on the 19th September.

The N. Y. K. S.S. TAIAN M. (Bombay Line) left Moji for this port on the 9th Sept. and is expected here on the 14th Sept.

The S.S. CYCLOPS (Blue Funnel Line) left Shanghai on 1st inst. for Liverpool via Canton, Marseilles and Hongkong. Vessel is due here on 12th inst. and will sail, as above, on 13th inst. at 3 p.m.

The T. K. K. S.S. KOREA M. arrived at Yokohama on the 7th instant, and will sail 10th inst. in accordance with schedule.

TO-DAY'S PICTURES.



BACK FROM JAPAN.

Mr. and Mrs. Frank Vanderlip with two of their guests at a garden party, given at the Vanderlip country estate, "Beechwood," at Scarborough, N. Y., for the Japanese Society. Mr. Vanderlip (a well-known financier) has just returned to the States from a two months' visit to Japan. Left to right are Kabuko Hara, opera star; Mrs. Vanderlip, Mr. Vanderlip and Miss Yusa Kiyosumi.



HOME OF THE SEALS.

A family of seals photographed at the Pribilof Islands.



NOTED SINGER.

Miss Mabel Garrison, the noted singer, who is now on a concert tour in Europe.



SUFFRAGETTES VISIT PRESIDENTIAL CANDIDATE.

The first delegation of women to call on Senator Harding since his nomination—members and officers of the National Woman's Party from fifteen States.



MISS LILY LOO.

graduate of the California University, who is introducing the Montessori kindergarten system into China. She has accepted a position at the Peking University.



WORLD'S MIDDLEWEIGHT CHAMPION.

Johnny Wilson, who won the middleweight title, by defeating Mike O'Dowd in Boston. Cutting wood is one of his training methods.

DOINGS OF THE DUFFS.

Tom Tries Out the Camouflage.

BY ALLMAN.



